

MID-WEEK PICTORIAL

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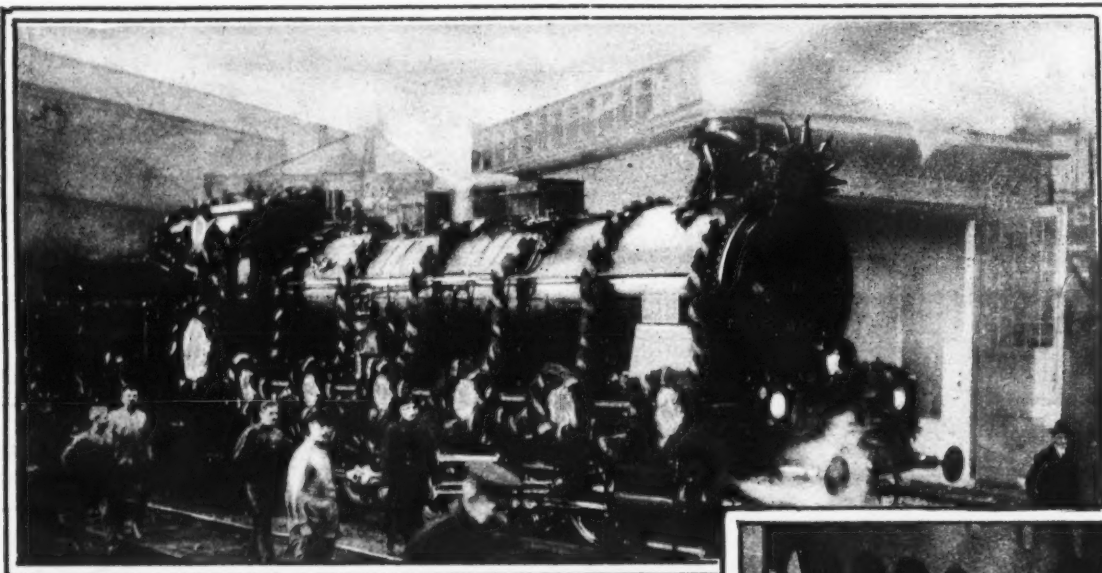
German Comment and Events Following Peace Treaty



Post-armistice medals by Karl Goetz of Munich, the same artist who produced the heartless "Lusitania" medal. At left the German people is represented as being strangled; on obverse side (right) German fists are shaken at the Treaty.

At left, by same artist, are shown Serajevo and Versailles: "June 28, anniversary of two world crimes"; on the obverse side (right) "The historic gold pen which the Germans did not use," i. e., at Versailles.

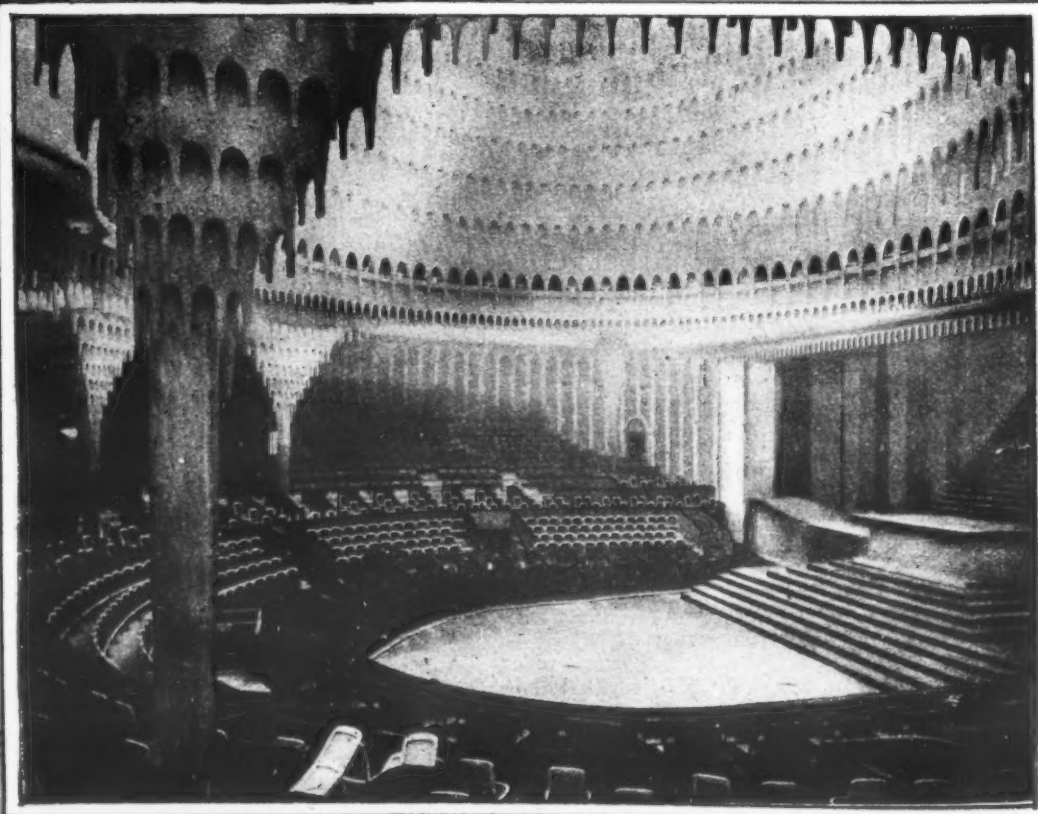
Medal showing the martyrdom of Germany, inscribed: "Germany's Holy Friday, 1919"; on the obverse side at right is shown: "The Big Four dividing the world and the writing on the wall," the writing being "Bolshevism" in letters of fire.



First locomotive turned out by the great Krupp Works at Essen, Germany, since it ceased the manufacture of war weapons. The occasion was made a gala one and garlands of flowers were twined about the locomotive. The Treaty of Peace limited strictly the production of all munitions, and there was no resource but to turn the gigantic establishment to the uses of peace. For a long time the Krupp Works were the greatest of the kind in the world, and its efficiency was one of the chief reliances of the imperialists when they plunged the world into war.

(© Wide World Photos.)

The old Circus Building in Berlin has been re-modeled and opened as a playhouse to present the dramas of Max Reinhardt. This is one of the largest theatres in Germany, accommodating 5,000 people. It is unique in the fact that the players come directly toward the audience, the stage extending so far forward that the players are easily visible from any seat in the great auditorium. Another feature is the ingenious acoustic arrangement whereby the points used in the decorations, which resemble stalactites, break up the sound waves, thus preventing any echo. It is considered a great achievement in dramatic architecture, as the Circus, which it originally was, was quite unsuitable for the spoken drama. Max Reinhardt is considered as one of the foremost exponents of the German-speaking stage, and is especially noted for his spectacular productions.



What This Week's Pictures Tell

TREATY RATIFICATION

IN the interesting pictures showing elaborately bound copies of the Peace Treaty presented to the heads of the Governments that have exchanged ratifications, one is struck by the absence of any copy for the United States, which has thus far failed to ratify.

Ratification seems to have been brought appreciably nearer, however, by the evidence of a more conciliatory attitude on the part of President Wilson. Here is the resolution of ratification, with five reservations of an interpretive character, proposed by Senator Hitchcock as a substitute for the Lodge program, which the President is willing to accept:

That the Government of the United States understands and interprets this treaty as follows:

"That any member nation proposing to withdraw from the League on two years' notice is the sole judge as to whether its obligations referred to in Article I. of the League of Nations have been performed as required in said article.

"That no member nation is required to submit to the League, its council or its assembly, for decision, report, or recommendation, any matters which it considers to be in international law a domestic question, such as immigration, labor, tariff or other matter relating to its internal or coastwise affairs.

"That the national policy of the United States known as the Monroe Doctrine, as announced and interpreted by the United States, is not in any way impaired or affected by the covenant of the League of Nations, and is not subject to any decision, report or inquiry by the council or assembly.

"That the advice mentioned in Article X. of the Covenant of the League which the council may give to the member nations as to the employment of their naval and military forces is merely advice which each member is free to accept or reject according to the conscience and judgment of its then existing Government, and in the United States this advice can only be accepted by action of Congress at the time in being, Congress alone under the Constitution of the United States having the power to declare war.

"That in case of a dispute between members of the League, if one of them have self-governing colonies, dominions or parts which have representation in the assembly, each and all are to be considered parties to the dispute, and the same shall be the rule if one of the parties to the dispute is a self-governing colony, dominion or part, in which case all other self-governing colonies, dominions or parts, as well as the nation as a whole, shall be considered parties to the dispute, and each and all shall be disqualified from having their votes counted in case of any inquiry in said dispute made by the assembly."

THE LEXINGTON RIOTS

SOLDIERS of the Kentucky National Guard, on Feb. 9, fired into a mob of rioters who were attempting to secure the person of a negro who was being tried in the Court House at Lexington for the murder of a young white girl. Five were killed and seventeen wounded, and the attempted lynching was prevented. The negro, who confessed and was sentenced to be electrocuted, was removed from Lexington Feb. 10 on a special train bound for Eddyville, where he will be placed in a death cell of the State Penitentiary, according to Brig. Gen. Francis Marshall, in command of the Federal troops at Lexington.

Lockett was marched from the Court House to the train in the centre of a group of picked soldiers to the station, and accompanied out of the city by more than 400 troops.

The soldiers of the 1st Division have the situation well in hand, and 400 of the troops left to return to Camp Taylor. Five hundred others, including a machine-gun battalion, with two field guns, are in command of the city under direction of Brig. Gen. Francis C. Marshall, who kept all persons moving and declared that the situation was serious enough to close all stores in the down-

town section unless people stopped congregating.

The city is under strict martial law. Soldiers have taken the places of traffic policemen in the streets, a guard of a Sergeant and five soldiers mans every roadway leading into the city, and public buildings are under protection.

County schools in the neighborhood where Geneva Hardman was murdered have been closed until the County Superintendent said "the parents can feel it is safe to allow their children to go to and from school." Several arrests were made by the military forces for "talking back" or other violations of martial law.

The negroes are outspoken in support of the whites, and every negro society and church society in the city has passed resolutions condemning Lockett's crime.

The State Senate in session at Frankfort reported favorably a bill which would punish members of mobs on felony charges if death resulted from a riot.

SPEAKER GILLET'S PREDICTION

SPEAKER FREDERICK H. GILLET, in a speech at Springfield, Mass., on Feb. 8, before an audience of 5,000 people, declared that the United States was facing the worst financial crisis in its history.

The present high cost of living, he said, resulted largely from the greatly inflated conditions due to the floating debt of \$4,000,000,000 in Treasury certificates. He also referred to the Berger episode in Congress, the difficulties between the employer and the employed and the Bolshevik propaganda and efforts to overthrow the United States Government.

The principal means of bringing down the high cost of living, he declared, was by thrift on the part of the public, and unless the people saved, this country would face a panic similar to that of 1893. Speaking of the financial interests of the country, he said they were built like a pack of cards. It is up to the public to practice due care and eliminate luxuries, so that the present conditions may be bettered.

Speaker Gillett said that the expulsion of Victor Berger from his seat in Congress a second time without having the facts brought before Congress was justified in that the Constitution provides that no man, once expelled from his seat, is eligible to return.

Like the problem of years ago, when the Government was forced to fight trusts, the Speaker said that today Congress faces a new question. "It is a question whether the combinations of the employed are not more threatening to our business life than those of the employers," he said.

Continuing, he declared he believed that labor unions were essential for the protection of the men, but "when they go so far as to threaten for their own advancement to stop the wheels of the railroads and close the output of the mines, without which our whole industrial organization would collapse, they, in their turn, are exercising a power which no Government can safely permit."

SNOW PARALYZES TRAFFIC

THE effects of the heavy snowfall that occurred in the first week of February are graphically shown in the pictures in this issue. Business was seriously interfered with in all Eastern cities. New York and Boston suffered severely. In the former, transportation was so badly crippled, business was so nearly prostrated, and a real menace to health because of the severity of the snowstorm was becoming so imminent that Mayor Hylan appealed to all vehicular transportation interests of the

city to put their forces at the command of the municipality for seventy-two hours.

The Mayor's proclamation, which excepted only those engaged in moving food, fuel, milk, and newspapers, urged that every truck and every man who can be mustered in New York City be withdrawn from ordinary pursuits for seventy-two hours so that in the meantime the Street Cleaning Department may make a gigantic effort to free the streets from the grip of the storm.

In Boston, on Feb. 7, recovery from the effects of the blizzard which had held New England snowbound for forty-eight hours was retarded by the arrival of more snow on a heavy north-west wind. Attempts to get railroad schedules into shape again met with slight success, and officials feared new difficulties of a "freezeup" when the Weather Bureau predicted a wind change from the northwest followed by clearing and cold.

Suburban and local transportation, which had improved somewhat from the chaotic conditions of the day and night previous, was again badly crippled. Stormbound ships that had prepared to leave port again postponed their sailings.

Severe storms raging over practically the entire eastern half of the United States have cut seriously into operation of the railroads, Director General Hines reported Feb. 7. Trains were running late on nearly every division east of the Mississippi River. Coastwise shipping, a necessary link in the railroad transportation chain, was demoralized, traffic being completely tied up in some instances.

These conditions, Mr. Hines said, had been further complicated by the spread of influenza among railroad employees. The New York Central lines alone reported more than 9,000 employees ill with the disease. Directors Hardin of the Eastern Region and Baldwin of the Allegheny Region were numbered among the influenza victims.

Maintenance of passenger train schedules has been increasingly difficult, trains being forced to reduce speed to avoid accidents and plow through snowdrifts. Tracks have been washed away in many places, and it was reported that water had cut off the west end of the West Jersey & Seashore Railroad, necessitating the use of steam engines to draw electric cars.

Because of the gale which has swept Hampton Roads, coal dumping there has been negligible. Regional Director Maher reported. Coal deliveries by water to other parts of the East were reported interrupted by the congestion at Norfolk and Portsmouth.

Reports from the Middle West indicate improvements in traffic movement, although it is still admittedly slow. Recent storms which covered the territory from the Canadian border as far south as Kansas and Colorado wrought havoc with the whole transportation system, but abatement of the storm has permitted maintenance and repair work to be resumed. Delayed trains, however, tied up hundreds of cars of freight, and the extra burden of moving them out, it was explained, has delayed shipments generally to some extent.

SECRETARY LANE'S RESIGNATION

PRESIDENT WILSON, on Feb. 7, accepted, effective March 1, the resignation of Franklin K. Lane, who for nearly seven years has been Secretary of the Interior. The necessity that, after twenty-one years of public life, he must "now think of other duties," was the reason assigned by Mr. Lane for his withdrawal from the Cabinet, and in reply Mr. Wilson wrote his hope "that your future career will be as full of honorable success as your past."

It is reported that Mr. Lane will be-

come President of the Sinclair Oil Company.

Mr. Lane's resignation was submitted Feb. 5, his letter shows, but it had been known for many weeks that he intended this action as soon as President Wilson could spare him from the Cabinet circle. In discussion of his probable successor the name of Alexander T. Vogelsang, also of California, was mentioned.

Secretary Lane's letter follows:

My dear Mr. President:

It is with deep regret that I feel compelled to resign the commission with which you saw fit to honor me by appointing me to a place in your Cabinet, now almost seven years ago. If it will meet your convenience I would suggest that I be permitted to retire on March 1.

With the conditions which make this step necessary you are familiar. I have served the public for twenty-one years, and that service appeals to me as none other can. But I must now think of other duties.

The program of administration and legislation looking to the development of our resources, which I have suggested from time to time, is now in large part in effect or soon will come into effect through the action of Congress.

I return this department into your hands with very real gratitude that you have given me the opportunity to know well a working force holding so many men and women of singular ability and rare spirit.

I trust that you may soon be so completely restored to health that the country and the world may have the benefit of the full measure of your strength in the leadership of their affairs. The discouragements of the present are, I believe, only temporary. The country knows that for America to stand outside the League of Nations will bring neither pride to us nor confidence to the world.

Believe me, dear Mr. President, always,

FRANKLIN K. LANE.

UNIVERSAL MILITARY TRAINING

REPRESENTATIVE JULIUS KAHN, Chairman of the House Military Affairs Committee and one of the strongest advocates of military preparedness, issued a statement, Feb. 7, urging the adoption of a system of universal compulsory training.

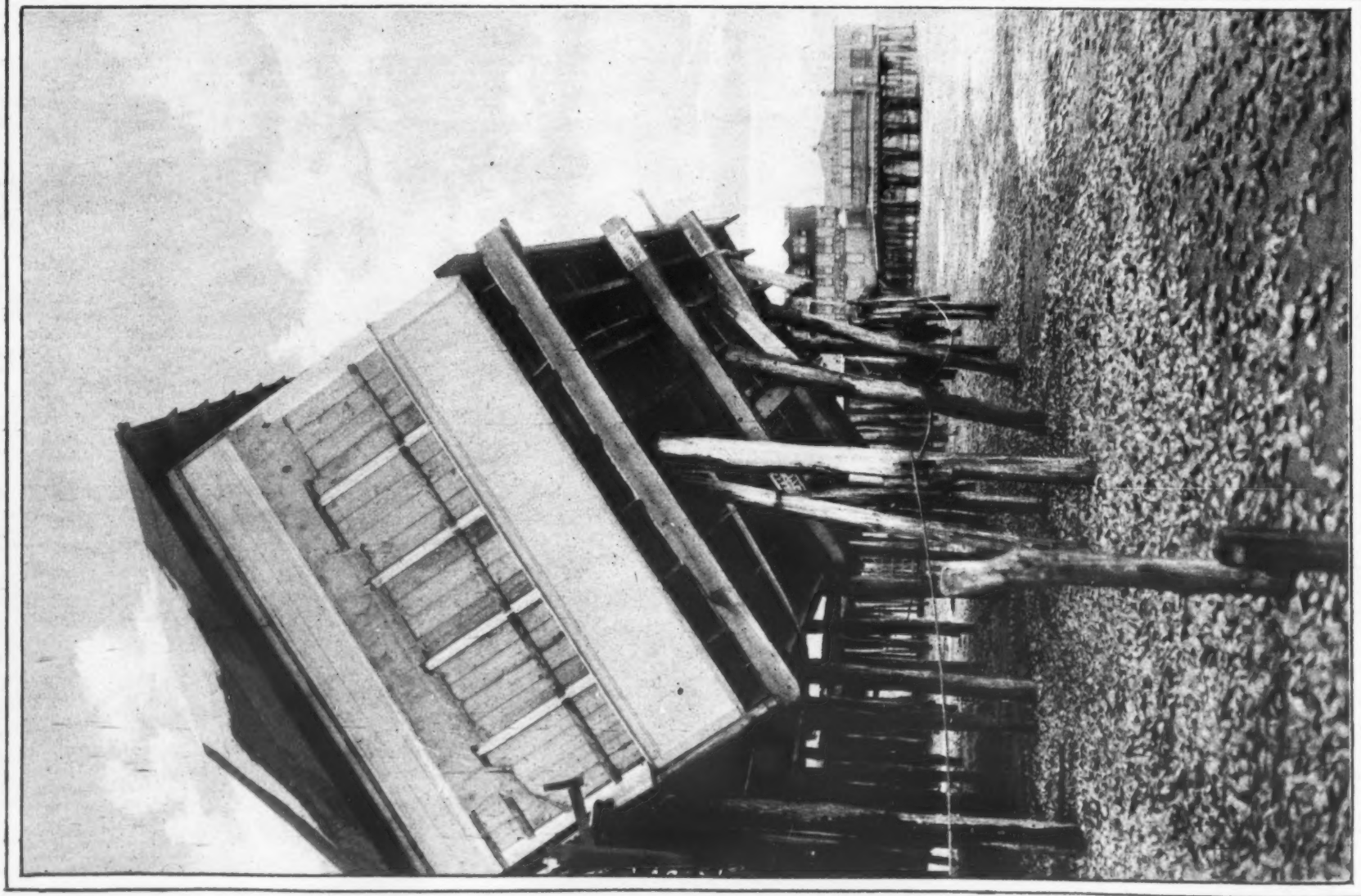
His statement was prompted by the attack the Republican leader, Mr. Mondell, has been making on universal military training. He denies the conclusions of Republican Leader Mondell that universal training would cost \$700,000,000 a year and estimates that it would not exceed \$131,000,000. An army of 200,000 and universal training would not, he asserts, cost more than \$451,000,000 a year.

Mr. Kahn said that he was not surprised by the opposition of the men in Congress who were opposed to the selective draft, the man power and other military bills. Leaders in opposition to compulsory training on both sides in the House, he said, were the men whose pre-war records showed them to be against a farsighted military policy.

Representatives Mondell and Mann, controlling the Committee on Committees, Mr. Kahn said, have refused to permit the election of a member to the Military Committee to succeed Representative La Guardia, resigned, whose views were favorable to universal training. Mr. Kahn contends that, inasmuch as Mr. La Guardia stood for universal training, his successor should hold like views. The committee some weeks ago named Representative Harrold for the vacancy on the committee, because he was opposed to universal training. There was such a protest against his nomination that his name was not presented to the House, and later he withdrew. The Committee on Committees has refused to fill the vacancy, believing that the Military Affairs Committee is now evenly divided, and cannot report out a bill containing universal training.

Representative Kahn said that he was confident that the committee, despite the views of some members opposed to universal training, would not assume the responsibility of defeating the universal military plan in the committee, and would report a bill in the near future.

Damage Wrought by Gale and Waves on the New York and New Jersey Coasts



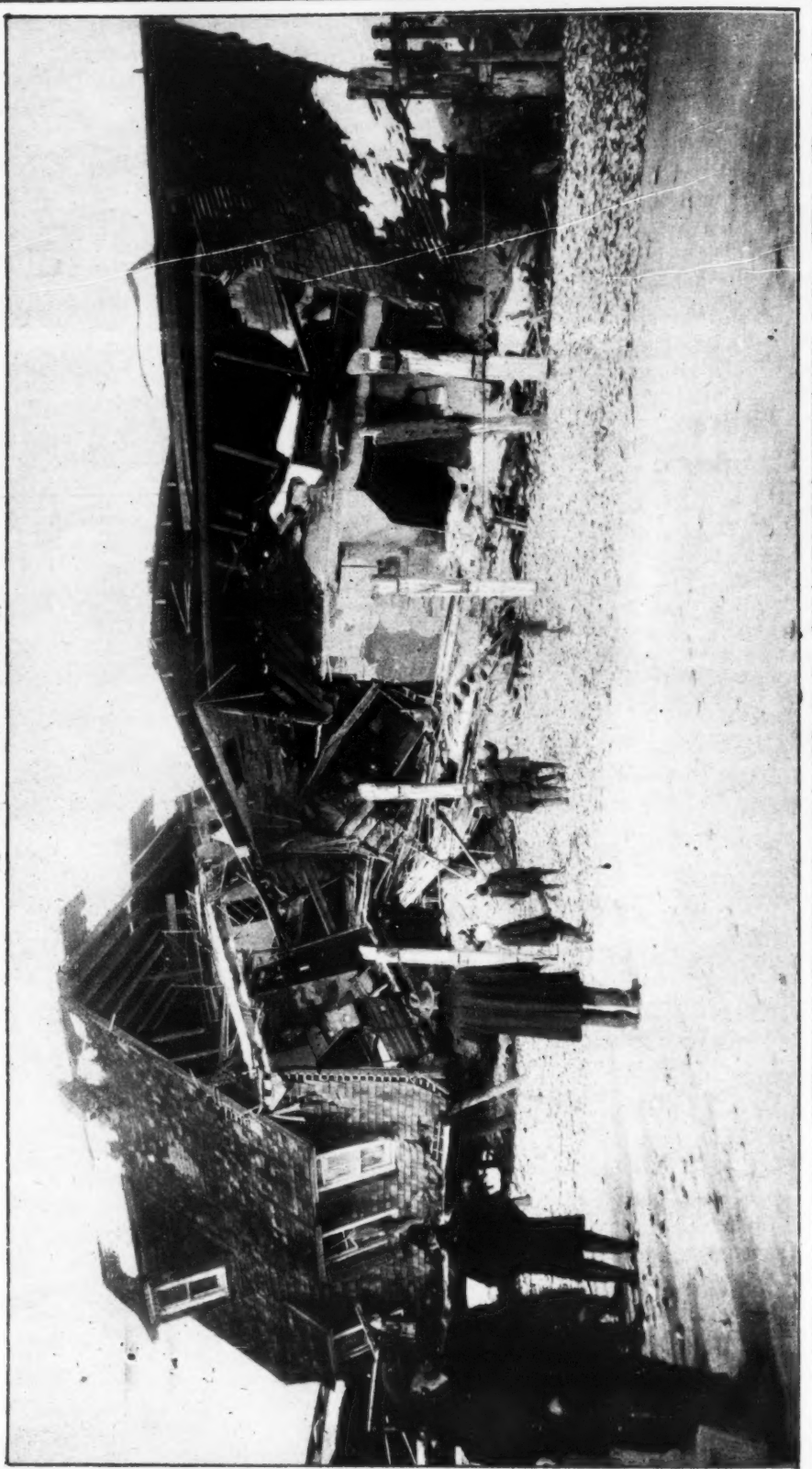
One of the buildings at Rockaway Beach, New York, completely thrown from its foundations by the fury of the storm that has recently swept the Atlantic Coast. Much of the beach has been washed away, and the damage to property is estimated to be in the hundreds of thousands of dollars.

(© Underwood & Underwood.)



Summer bungalows fared badly during the recent terrific storms along the Jersey coast. Some of them are here shown torn from their foundations and blown out on the beach at Longport, N. J., not far from Atlantic City. The storm is said to have been the heaviest for years. Fortunately ample warning was given and the loss of life has been small.

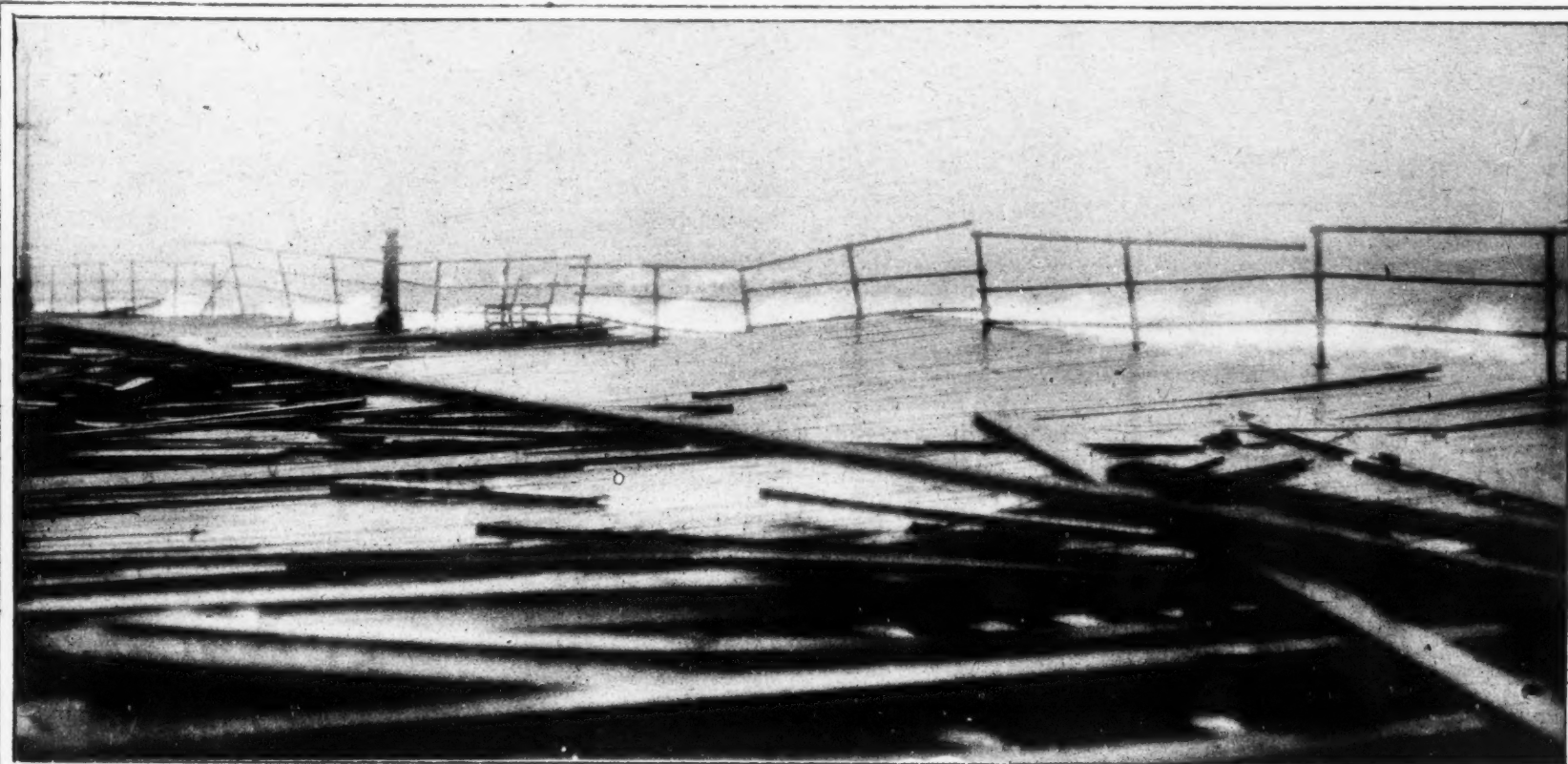
(© Underwood & Underwood.)



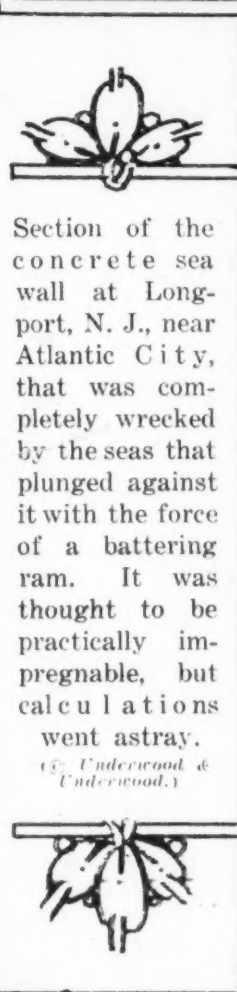
Part of the wreck of the Pasadena Hotel at Rockaway Beach, New York, after the storm had visited it. The people in the hotel had waited too long and they had to be rescued by the Fire Department. A great part of this Summer resort has been damaged by the encroachment of the waves. Even when buildings were not carried away, their foundations were so undermined that they will either have to be removed or practically rebuilt.

(© Nygart Studio.)

Atlantic City and Environs Battered by Angry Seas



Famous Boardwalk at Atlantic City hard hit by the storm. Planks were torn up and railings damaged by the buffeting of the waves, and the work of restoration will entail heavy cost.
(© Western Newspaper Union.)



Section of the concrete sea wall at Longport, N. J., near Atlantic City, that was completely wrecked by the seas that plunged against it with the force of a battering ram. It was thought to be practically impregnable, but calculations went astray.

(© Underwood & Underwood.)



Another view of the concrete wall at Longport, N. J. It was 12 feet thick, but a section of it was utterly smashed by the rending force of wind and waves. In the background can be seen a section that is still intact.

(© Western Newspaper Union.)



Storm of Snow and Sleet That Has Swept the



LIQUID FIRE USED TO AID IN REMOVAL OF SNOW FROM NEW YORK STREETS. TWO ARMY PRIVATES ARE HERE SHOWN—HANDLING THE STREAM OF DEADLY FIRE, FORMERLY EMPLOYED BY THE CHEMICAL WARFARE DEPARTMENT AGAINST HUMAN ENEMIES.

(© Western newspaper Union.)



AN UNUSUAL SCENE ON FIFTH AVENUE, NEW YORK'S MOST FAMOUS THOROUGHFARE, USUALLY ALIVE WITH HUNDREDS OF SWIFTLY MOVING VEHICLES. COMPARISON WITH THE MEN SHOWS THE HEIGHT OF THE PILES OF SNOW.

(© Underwood & Underwood.)

Cities of the Atlantic Seaboard With Disastrous Results



BOSTON WAS HEAVILY HIT BY THE SNOWSTORM, WHICH IS SAID TO HAVE BEEN THE WORST IN THAT CITY SINCE THE FAMOUS BLIZZARD OF 1888. SHOVELERS ARE SEEN WORKING HARD TO CLEAR THE RAILWAY TRACKS.
(© Underwood & Underwood.)



CHAIN OF AUTOS CAUGHT IN THE STORM OF FEB. 6, LABORIOUSLY MAKING THEIR WAY DOWN FIFTH AVENUE, N. Y. SLEET, COMBINED WITH THE SNOW, GAVE THE THOROUGHFARE AN ICY COVERING THAT SPEEDILY MADE TRAFFIC ALMOST IMPOSSIBLE.
(© Western Newspaper Union.)

Heavy Snowfalls Block Traffic in Eastern Cities



Windshield to protect policemen from wind and sleet. The device was tried out in Philadelphia during the recent heavy snowstorm and has received the enthusiastic indorsement of the "force." It can be shifted readily to any point of the compass.

(© Underwood & Underwood.)



Train stalled in Boston during the most terrific storm that has visited that section in many years. Railroad traffic was almost completely paralyzed, telegraph and telephone wires were down and immense loss resulted to business.

(© Underwood & Underwood.)



EVEN THE NATIONAL CAPITAL, DESPITE ITS POSITION TOWARD THE SOUTH, IS SOMETIMES SUBJECTED TO THE SAME DISCOMFORTS THAT A BLIZZARD BRINGS TO MORE NORTHERN CITIES, AS IS SHOWN BY THIS RECENT SCENE IN WASHINGTON, JUST OPPOSITE THE WHITE HOUSE.

(© Underwood & Underwood.)

Greek Soldiers and Serbian Refugees Returning Home



SCENE AT KAVALA, MACEDONIA, WHERE GREEK SOLDIERS ARE CAMPING IN THE STREETS PRIOR TO DEMOBILIZATION. THIS LATTER PROCESS IS SLOW, HOWEVER, AS MANY MOOTED POINTS ABOUT TERRITORY STILL REMAIN UNDECIDED.



GROUP OF GREEK AND SERBIAN REFUGEES RETURNING FROM BULGARIAN INTERNMENT CAMPS.

These destitute people are shown after traveling in one freight car for five hundred miles, under conditions of transportation that are unimaginable to us in this country. Usually there is no heat except that furnished from the bodies of the people packed closely together; food is scanty and medical supplies often wholly lacking. The American Red Cross has done what it could to ameliorate conditions by establishing stations equipped with food, clothing and medicine along the route.

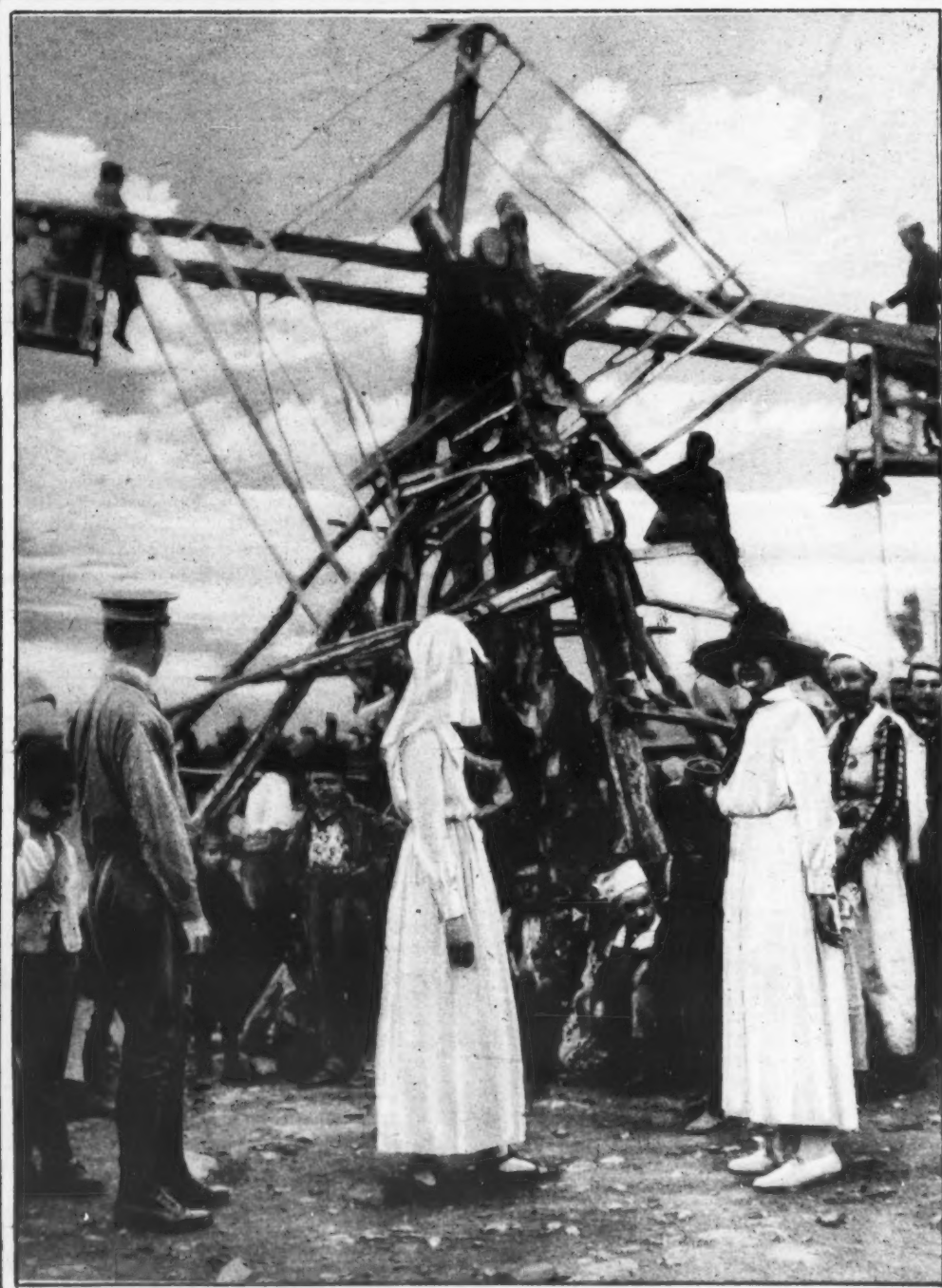
Naturally, under the lamentable conditions that prevail, typhus and other maladies due to exposure and malnutrition are rampant. At left of picture is seen an English nurse who co-operated with the Americans in affording what relief was possible to the refugees who are returning from a Bulgarian internment camp.

(Photos © American Red Cross.)

Beneficent Activities of the American Red Cross Among



Service of thanksgiving under the "Liberty Tree" in Tirana, Albania, in honor of the American Red Cross. Many Moham-medans participated as a token of appreciation. The tree in the foreground is riddled with bullets, having been a place of execution for hundreds of patriotic Albanians.



MAKESHIFT "FERRIS WHEEL" CONSTRUCTED FROM TWO TREE STUMPS AND A FEW STICKS OF WOOD IN THE AMERICAN RED CROSS PLAYGROUND AT ELBASAN, ALBANIA.



BABY CARRIAGES BEING UNKNOWN IN DESTITUTE PARTS OF POLAND, THESE CHILDREN HAVE CON-STRUCTED ONE FOR THEIR LITTLE SISTER FROM BITS OF WOOD NAILED TOGETHER. (Photos © American Red Cross.)

the Famished, War-Stricken Peoples of the Balkans



Hundreds of ill-nourished mothers and children gathering about the steaming bowl at Buzen, Rumania, from which hot and strengthening American soup is dispensed to them. Miss Ruth Weir of London, Ontario, Canada, is here shown playing the part of Lady Bountiful to the hungry people.

Group of demobilized Rumanian soldiers, photographed on the steps of the American Red Cross Building in Bucharest, Rumania. These men are veterans of the great battle of Maresesti, where seven of their divisions held in check the army of General von Mackensen when it was invading their country. At right of the picture an American officer is standing.



THE need of food and clothing, and, indeed, supplies of all descriptions among the peoples of the Balkans is urgent beyond conception. From all parts of Europe food is being sent in some measure, but not a tenth of the amount required. The great bulk of the supplies come from the United States, and this country will have to shoulder the burden for humanity's sake until the next harvest is gathered. The American Red Cross announced on Jan. 4 that \$15,000,000 of its funds had been set aside for use in the famine-swept districts of Europe. Secretary Glass of the United States Treasury recommended an appropriation of \$50,000,000 by this Government to furnish food for destitute European peoples. Private charities in the United States are sending five or six million dollars' worth of food abroad monthly, and a plan is being perfected whereby 3,000,000 American families with relatives in Central and Eastern Europe will be able to buy "food drafts" from banks in this country. These drafts are exchangeable abroad for a barrel of flour or other food to supplement that being rationed by the authorities.



QUEEN MARIE OF RUMANIA IN THE NATIONAL COSTUME ADDRESSING HER PEOPLE FROM THE STEPS OF AN AMERICAN RED CROSS CANTEEN. THE SIGN OVER THE DOORWAY READS: "THIS FOOD AND CLOTHING ARE GIVEN GRATUITOUSLY BY THE AMERICAN PEOPLE THROUGH THE AMERICAN RED CROSS."

(Photos © American Red Cross.)



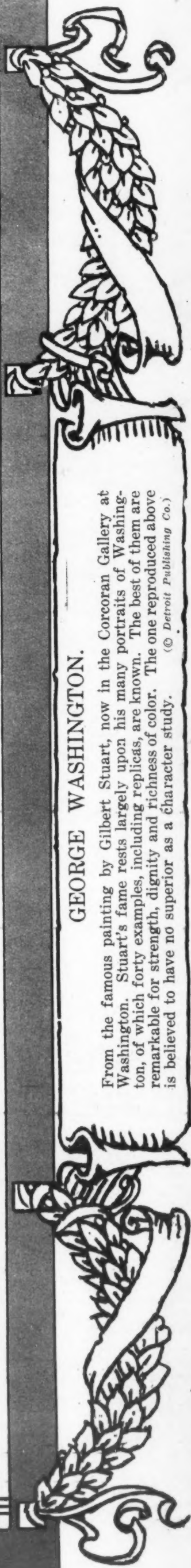
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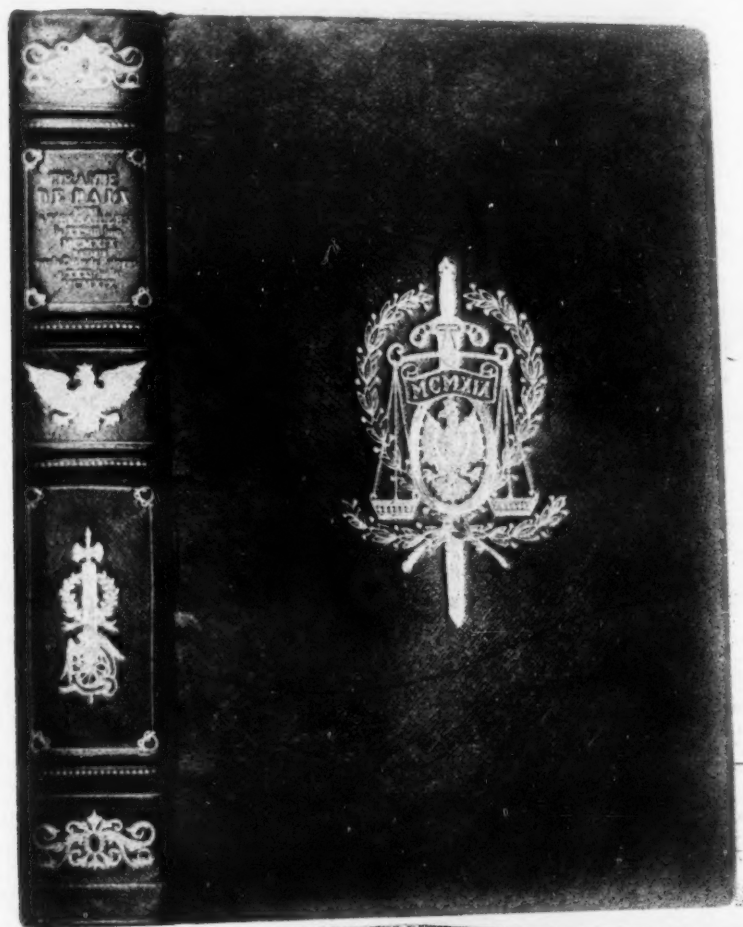
GEORGE WASHINGTON.

From the famous painting by Gilbert Stuart, now in the Corcoran Gallery at Washington. Stuart's fame rests largely upon his many portraits of Washington, of which forty examples, including replicas, are known. The best of them are remarkable for strength, dignity and richness of color. The one reproduced above is believed to have no superior as a character study.

(© Detroit Publishing Co.)



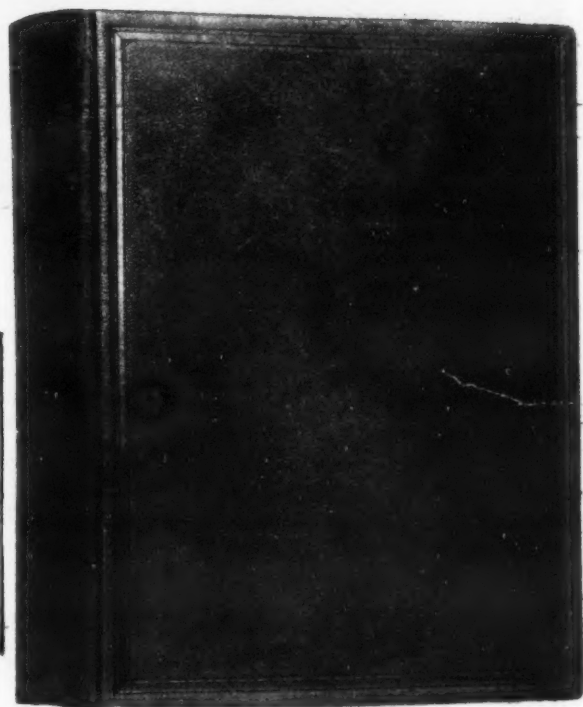
Elaborately Bound Copies of the Versailles Peace Treaty



Solid and impressive binding of the copy of the treaty prepared for Great Britain. On the cover are the arms of the kingdom.



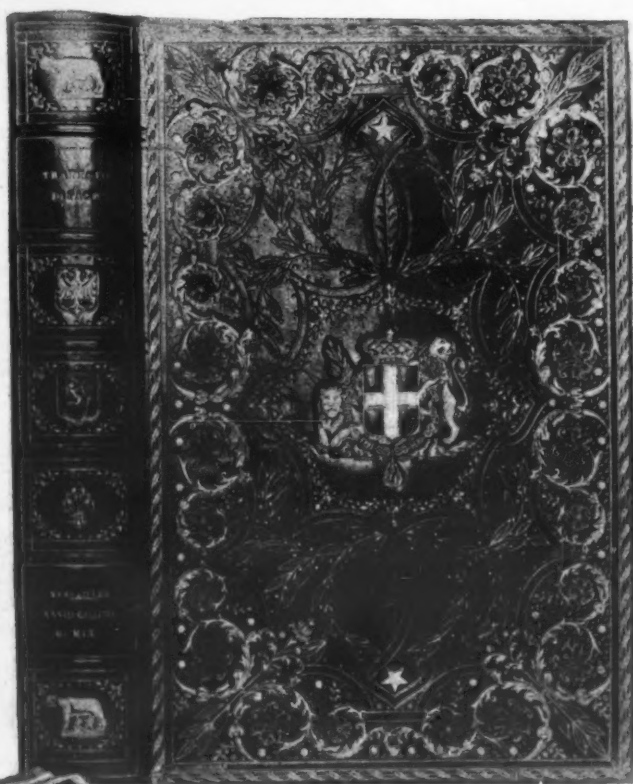
In contrast to all other copies was that assigned to Germany, which was bound in plain black leather.



Poland's copy of the treaty, bearing the arms of Poland, which, oppressed for centuries, has now become one of the great powers of Europe.



Rare beauty characterizes the binding of France's copy, which, in addition to the arms of the Republic, has attached to it the Grand Seal of France.

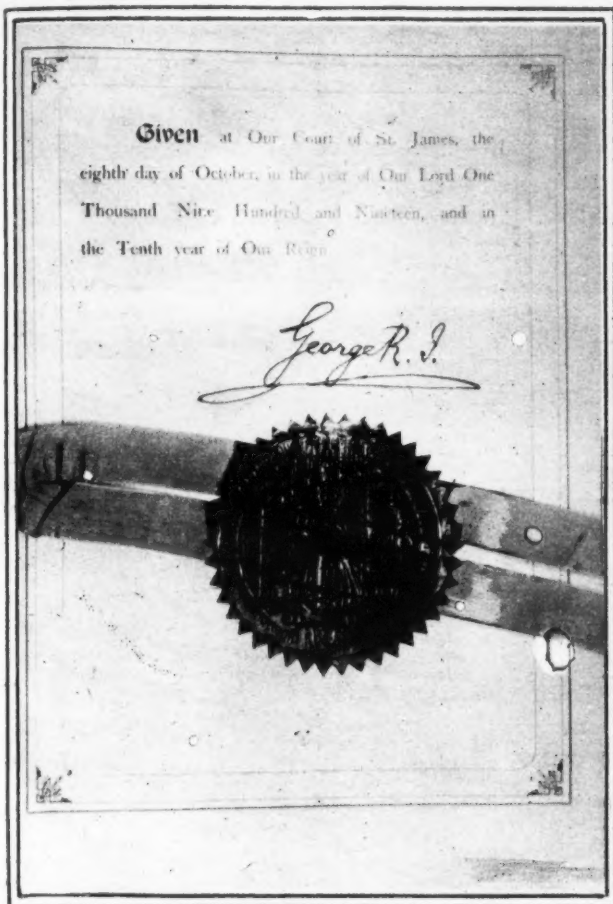


Extremely elaborate, and exquisitely tooled in gold is the binding shown here-with in which was placed the copy of the treaty assigned to Italy.

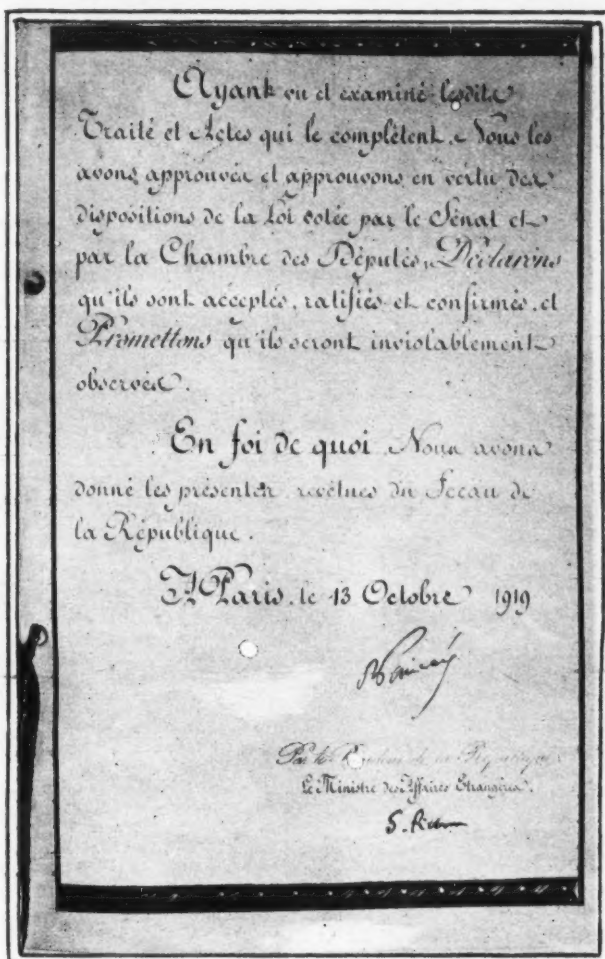


Belgium's copy bears the royal arms of the kingdom, embossed in gold. No copy exceeds it in simple beauty or perhaps in deep significance.

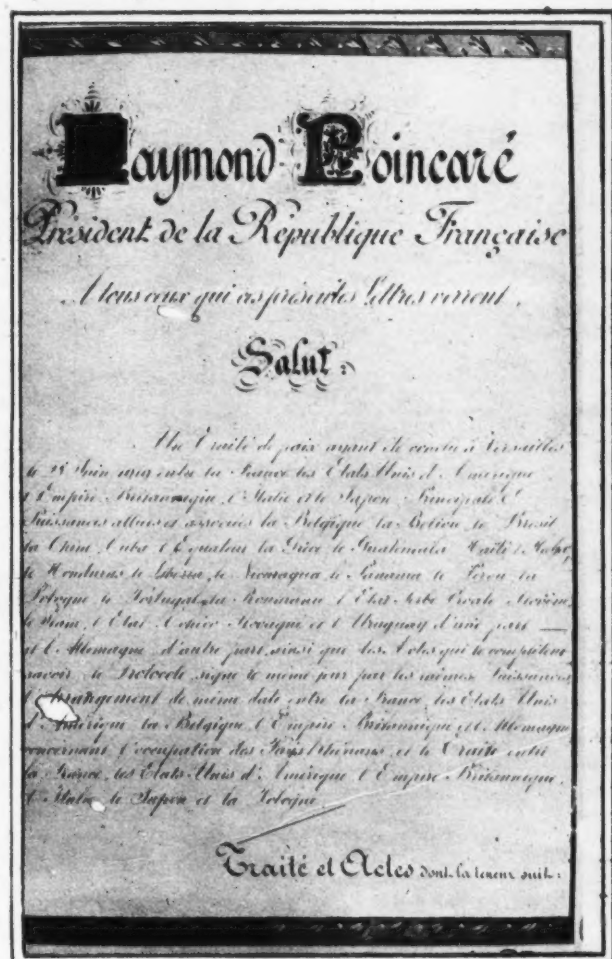
Presented to the Heads of the Ratifying Governments



Exclusive photograph of King George's signature in the bound volume of the Peace Treaty handed to Great Britain to be deposited in the archives. Below is the Great Seal of State.



Photograph showing the signatures of President Poincaré and Foreign Minister Stephan Pichon, attesting French ratification of treaty.

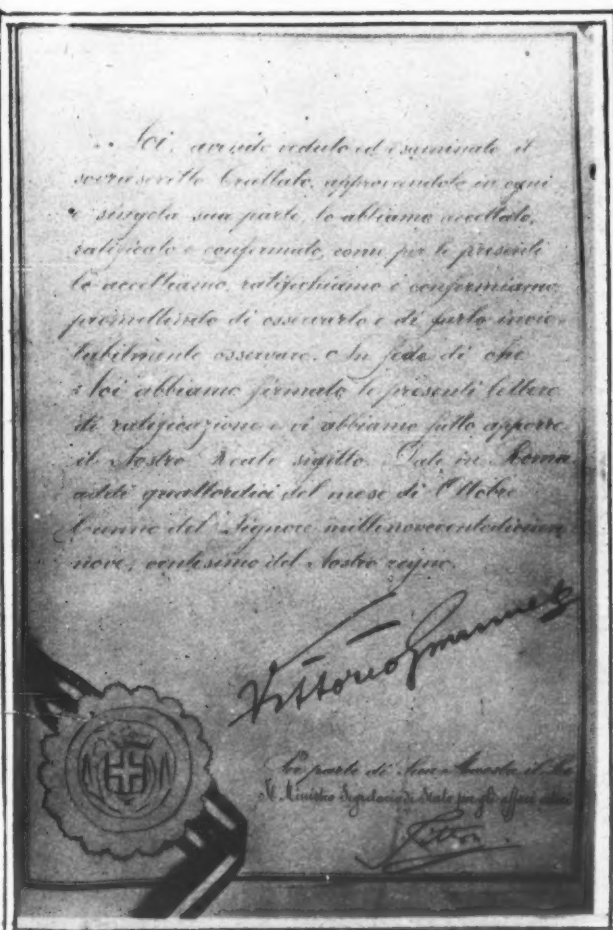


First page of the copy of the treaty given to France. The name of Raymond Poincaré, President of the Republic, appears at the top, beautifully engrossed.

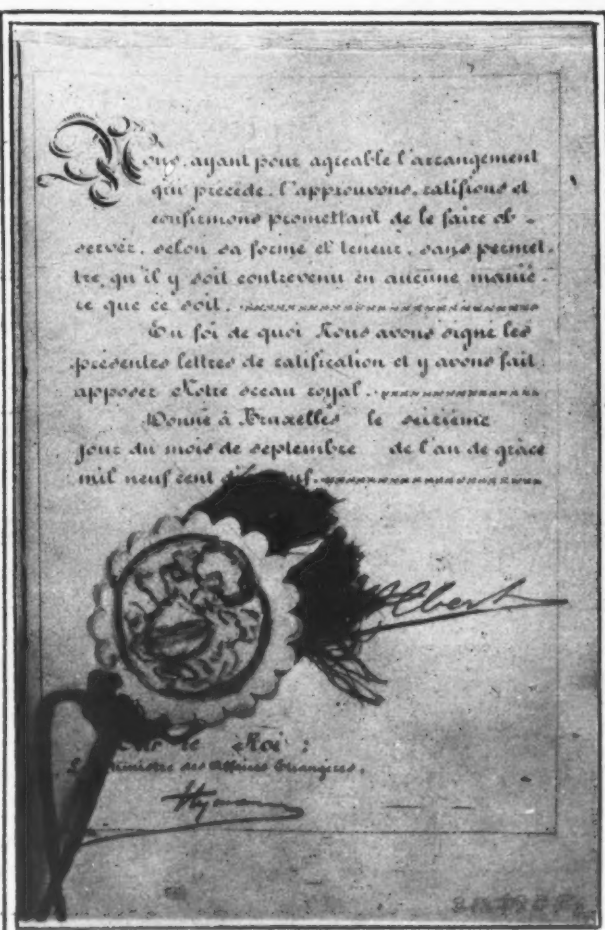
IT may be said without fear of successful contradiction that no document in the world, with the possible exception of our own Declaration of Independence, is of such tremendous importance as the Treaty of Versailles, signed June 28, 1919, which put an end to the most terrible war in history. The original is deposited in the archives of the French Government. A long period was to elapse, however, before the treaty received the ratification of a sufficient number of the Governments

involved to put it into effect. These ratifications were exchanged on Jan. 10, 1920, and the treaty at once began to function. After the ratification, a number of copies were prepared for presentation to the various Governments interested. As was fitting and commensurate with the importance of the subject matter, these copies were bound richly and beautifully, with one significant exception. That exception was Germany's copy, which was clothed in a sober leather binding without ornament.

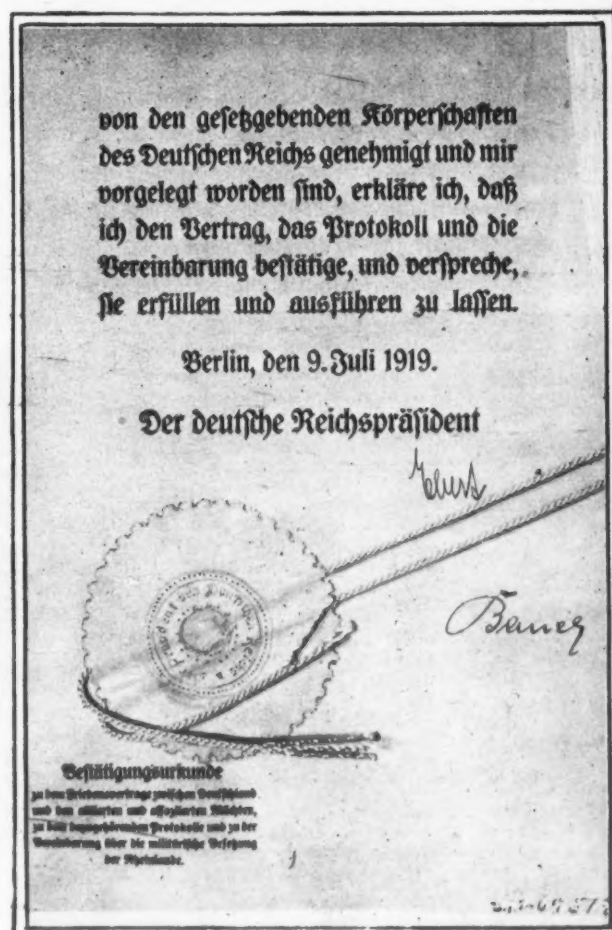
The other copies are veritable works of art, as may be seen from the illustrations on these pages. Most of the copies were in the language of the Governments to whom they were respectively assigned. Exceptions to this were the cases of Poland and Czechoslovakia, where the language used was French. The bindings bear the arms of the Government receiving the copy and the initial pages have the signatures of King or President and Premier or Foreign Minister.



Signatures of King Victor Emmanuel and Foreign Minister Tittoni on the Italian copy. The text is an affirmation that Italy has ratified the treaty.



Signatures of King Albert of Belgium and Foreign Minister Hymans, attesting the Belgian ratification of the treaty. The text is in French, which is the official language of the little kingdom.



Signatures of President Ebert and Premier Bauer of Germany on the German copy of the treaty. The seal at the bottom is the personal seal of the President of the German State.

(Photos © Underwood & Underwood.)

Soldiers Quell Rioters at Lexington, Kentucky



(Above.) Soldiers guarding the Court House at Lexington, Ky., Feb. 9, to thwart the efforts of a mob of several thousand men who sought to storm the building and lynch a negro who had killed a ten-year-old schoolgirl.



Machine gun that fired on the mob at Lexington when it surged toward the entrance of the building. Five were killed and seventeen were wounded before the rioters retreated.

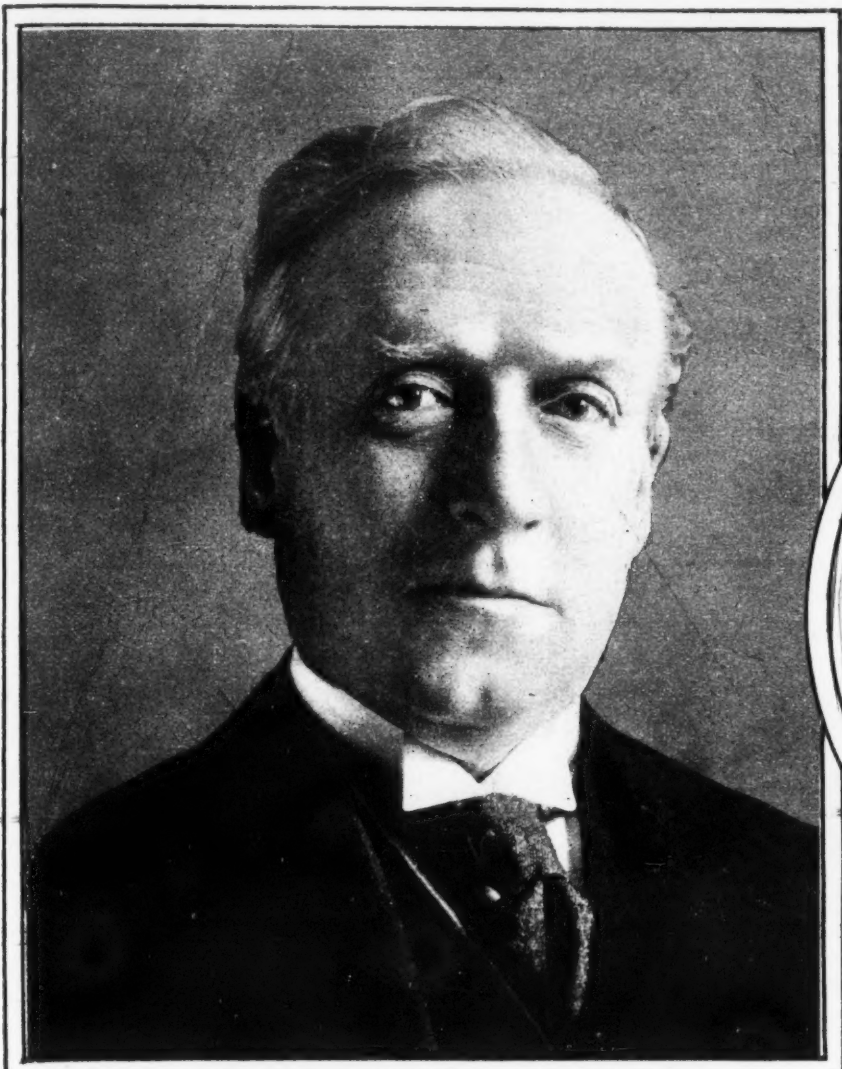
A FIERCE outbreak attended by a number of fatalities took place at Lexington, Ky., Feb. 9, when a maddened mob sought to storm the Court House, where the trial was proceeding of a negro who had killed a ten-year-old white girl. The attempt to lynch Lockett, the negro, was made just after he had confessed to the murder and the jury had brought in a verdict of murder in the first degree. The mob's attempt had been anticipated, and a body of the Kentucky National Guard was on duty. Heavy wires and ropes had been stretched along the street as a matter of precaution. A man who carried a rope raised the cry: "Let's get him," and the mob surged forward. The signal was given to fire, and five were killed and seventeen wounded. The mob was cowed, although threats were made of subsequent trouble. The negro was sentenced to be electrocuted March 11.

Would-be lynchers gathering before the Lexington Court House where the trial was taking place of the negro who had killed a white girl.

(Photos © International.)



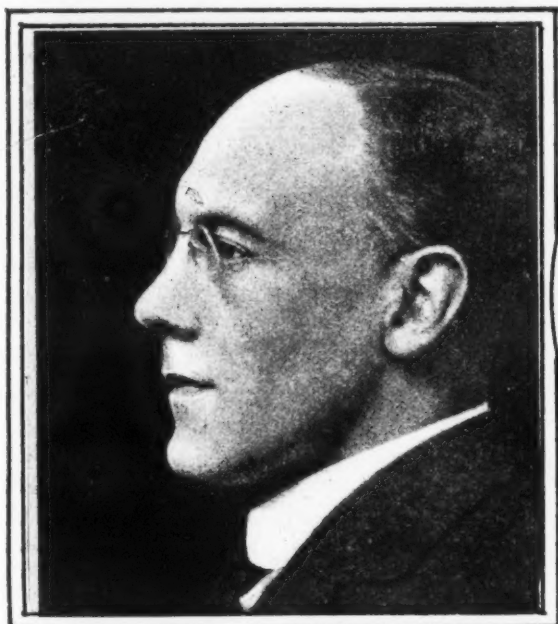
Notable Figures in Matters of International Interest and Importance



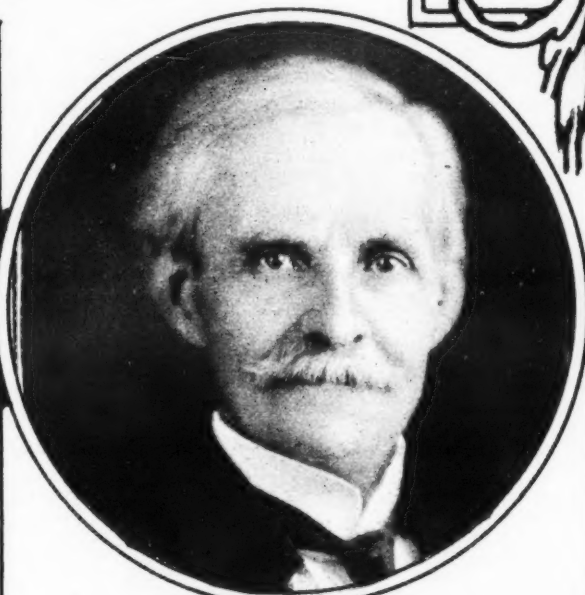
HERBERT HENRY ASQUITH, who was Premier of Great Britain at the outbreak of the world war, and who is now standing as a candidate for election from the Paisley district. His chances of election are regarded as good.



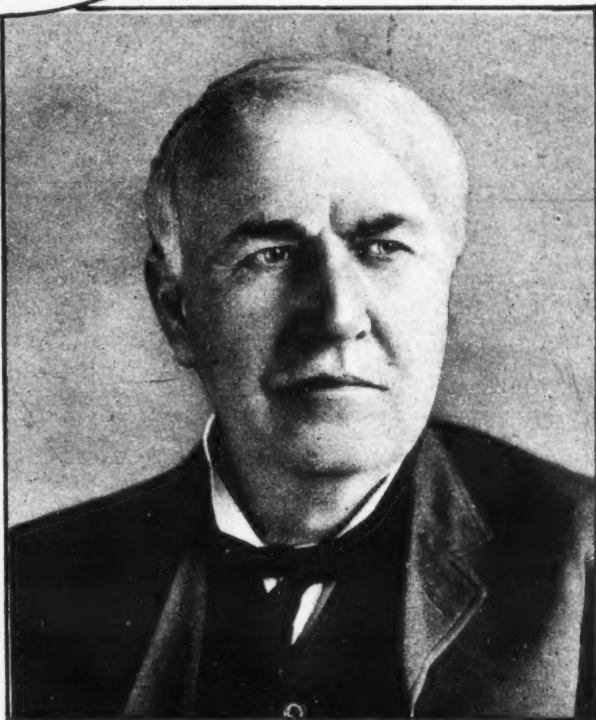
WILLIAM MARCONI, the famous inventor of the wireless system, has recently detected certain disturbances at wireless stations which are not traceable to any known source. He has suggested that possibly inhabitants of other planets were trying to signal us.



SIR AUCKLAND GEDDES, President of the British Board of Trade, who declares that the fall in British exchange must be corrected by increasing exports.



JAMES HARRIS ROGERS of Hyattsville, Md., inventor of underground and underseas wireless, has announced in an interview that he will attune his plant to take messages of a wave length of 150,000 meters, in hope of catching a message from Mars. The Navy Department is now installing his system throughout the world. (© Harris & Ewing.)

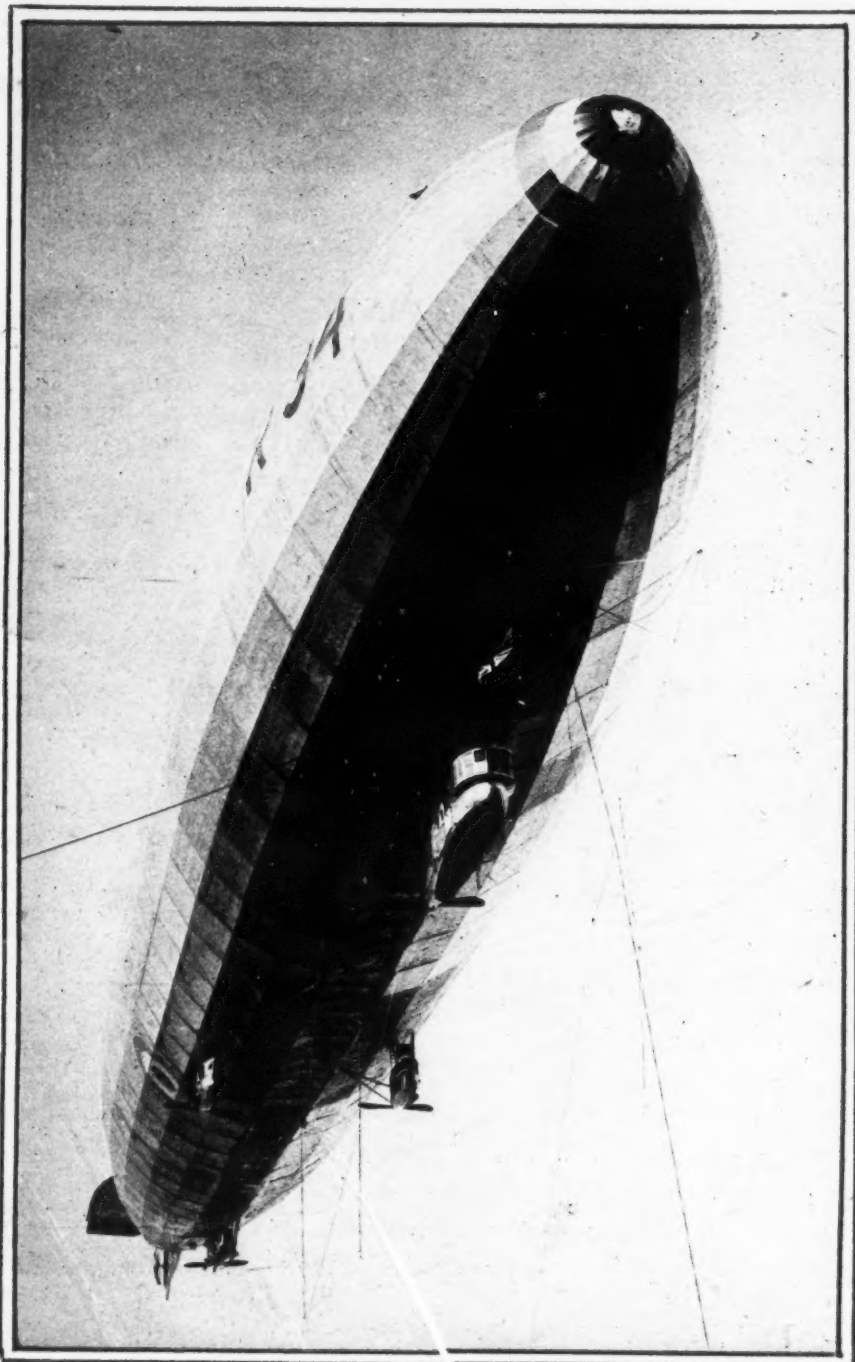


THOMAS ALVA EDISON, noted American inventor, who has just declined to accept a decoration tendered him by the United States Government in recognition of his distinguished services during the war. Mr. Edison declined on the ground that he did "not want to hurt anybody's feelings." His life has been simple, almost austere, and he cares little for external marks of distinction.



Delegates from Hawaii who have recently arrived in Washington to ask for Statehood and Congressional approval of the island's new Constitution. Most of them are officials of their local Legislature and Executive Government. Left to right are J. H. Wise, R. W. Shingle, J. K. Kalani-anaole, Delegate to Congress from Hawaii; Governor C. J. McCarthy, Attorney General Harry Irwin, W. T. Rawlins, and Henry J. Lyman. (© Harris & Ewing.)

United States Navy's Giant Dirigible R-38, Now Being



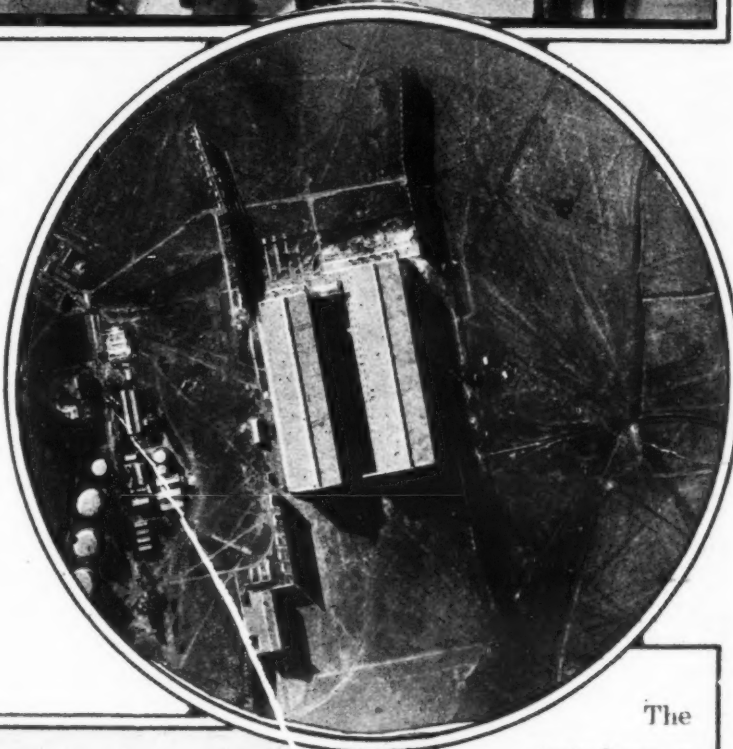
English dirigible R-34, which successfully crossed the Atlantic last year, as seen from the ground, showing the four gondolas. The airship now being built for this Government in England will be equipped with six.

(© International.)

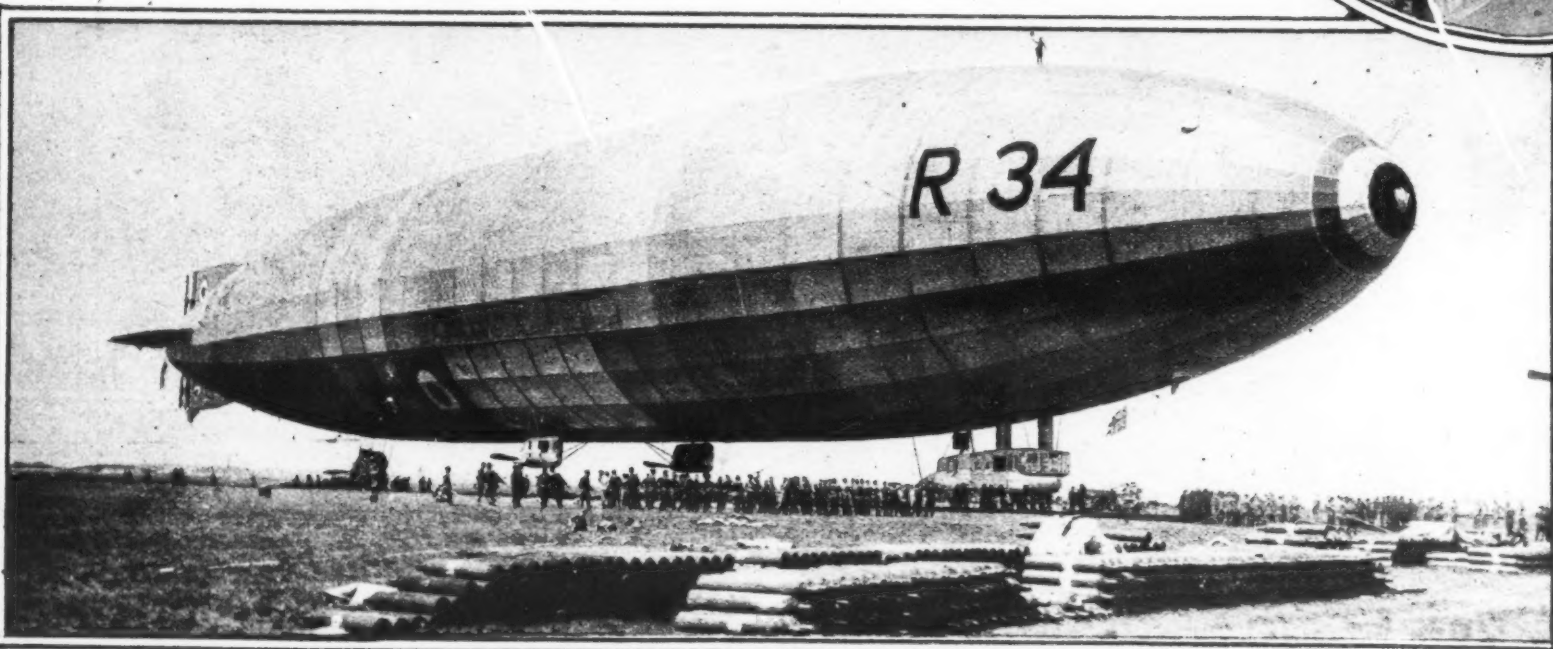


Photograph of officials connected with the construction of R-38. Left to right: Com. H. O. Dyer, R. G. Peacock, Admiralty Accountant, S. Payne, Naval Constructor, and Lieut. Com. Coil.

(© International.)



The twin hangar at Pulham, England, which houses the R-34 and sister ship. A similar hangar to be built for the R-38 at Lakehurst, N. J., will cost \$2,000,000.



General view of the R-34, which affords the best comparison with the still larger R-38. Note the numerous cylinders used to replenish gas supply.

(© Underwood & Underwood.)

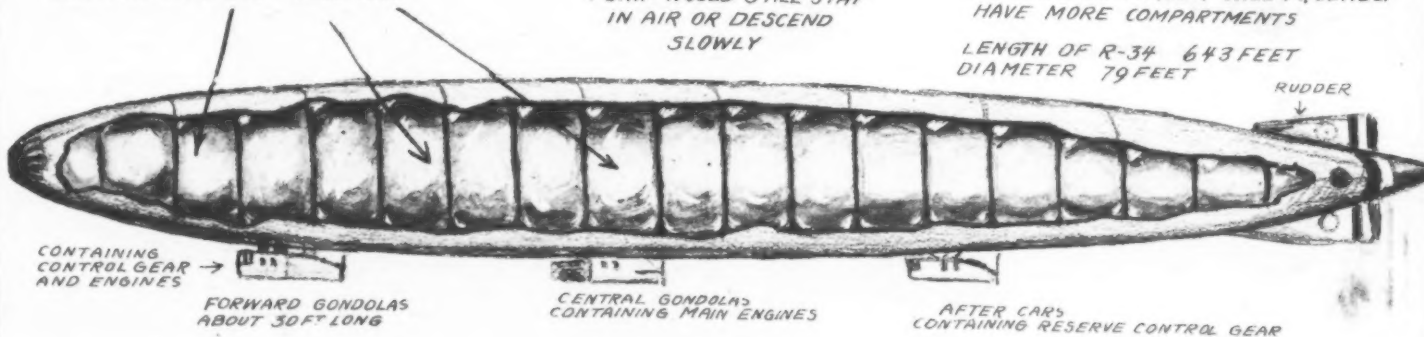
Diagrammatic sketch of a dirigible showing how it is subdivided into a number of ballonets, which prevent the gas surging to either end, thus insuring stability and continued buoyancy if one or more should be injured.

IN ORDER TO HANDLE GAS IN EFFECTIVE MANNER, INTERIOR OF AIRSHIP IS SUBDIVIDED INTO A NUMBER OF COMPARTMENTS EACH CONTAINING A GAS FILLED BAG

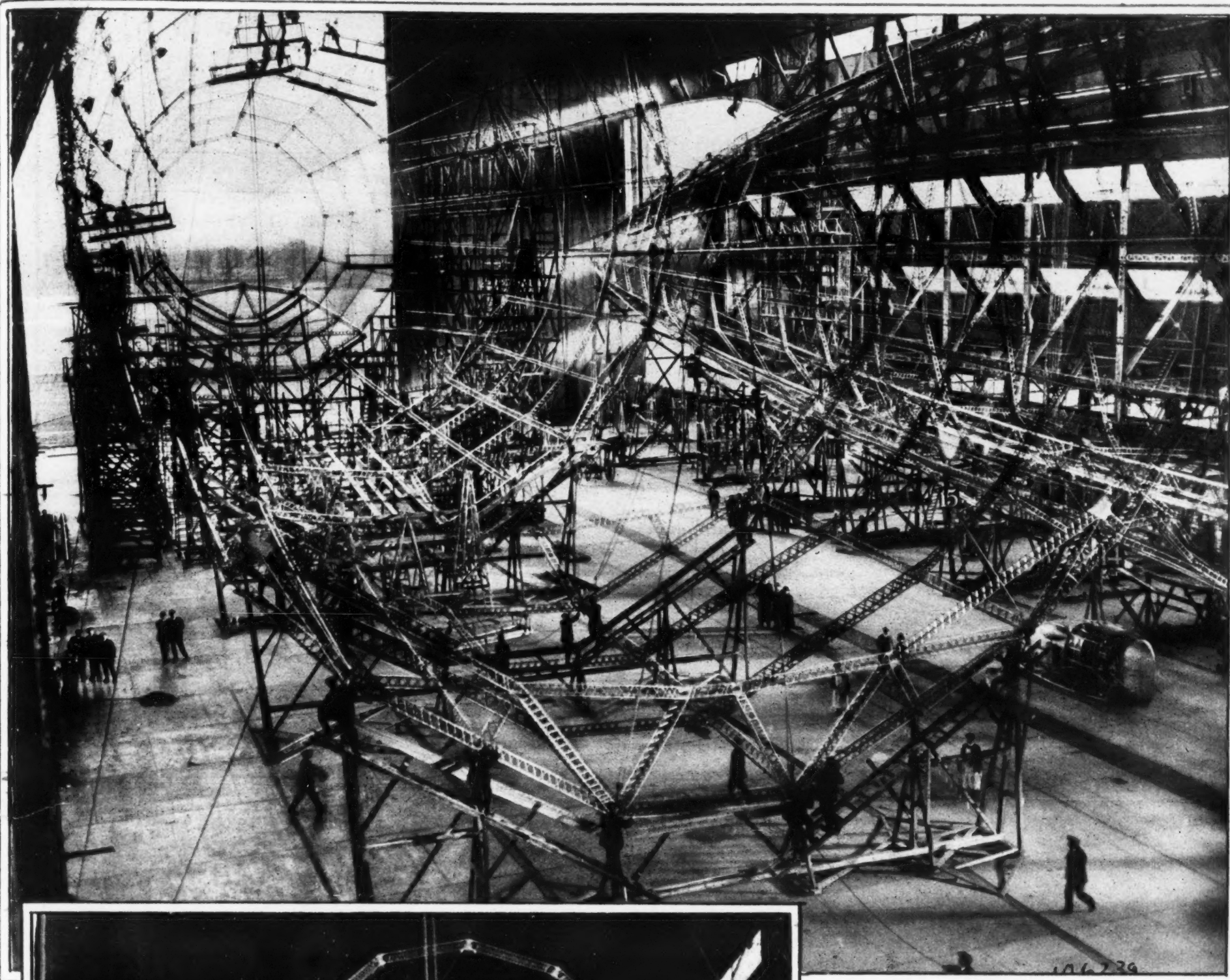
SHOULD ONE OR MORE BAGS BE DAMAGED SHIP WOULD STILL STAY IN AIR OR DESCEND SLOWLY

R-34 HAS 19 GAS COMPARTMENTS R-38 BEING LARGER WILL PROBABLY HAVE MORE COMPARTMENTS

LENGTH OF R-34 643 FEET DIAMETER 79 FEET

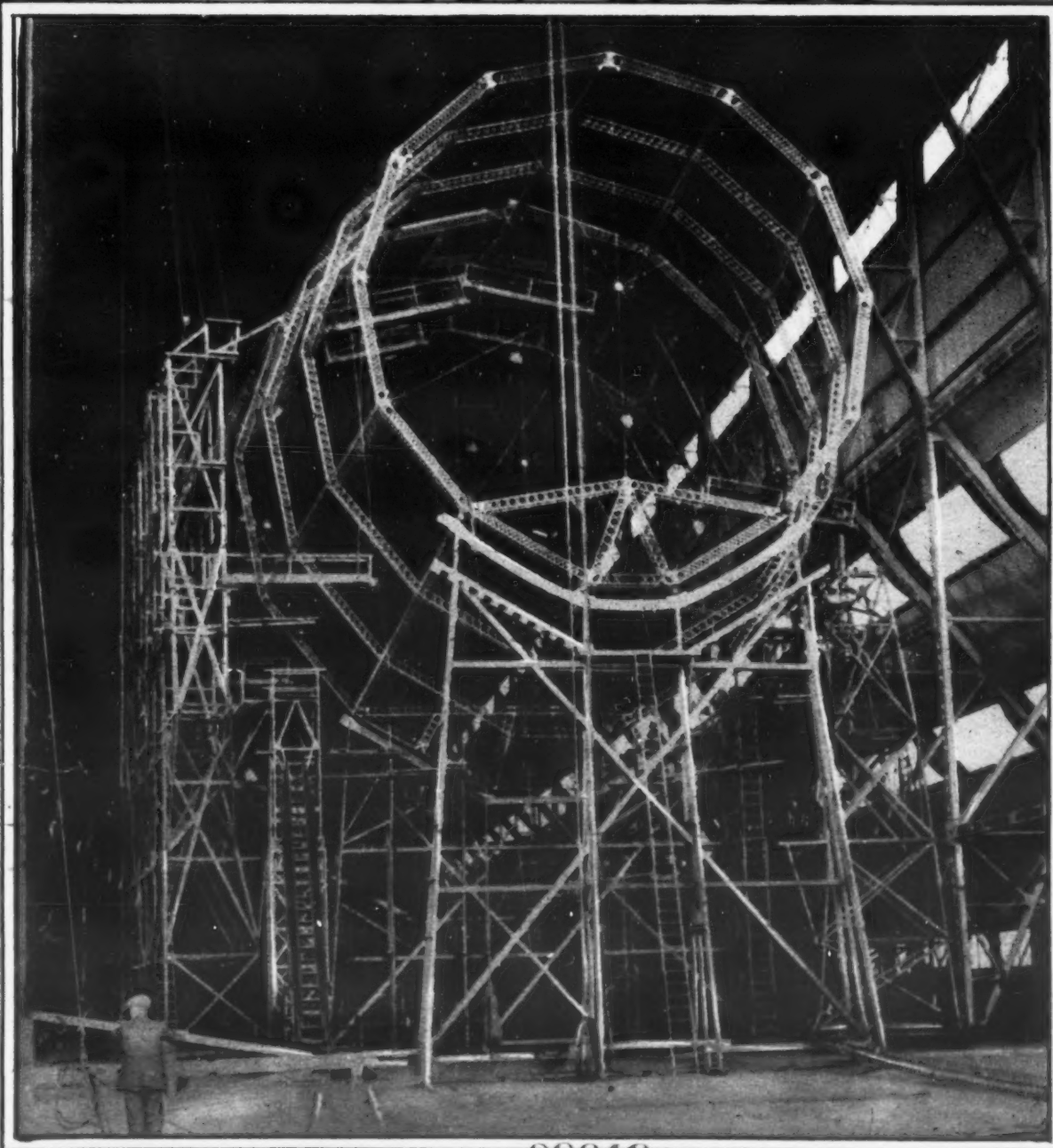


Built in England, Largest Flying Craft Under Construction



The R-38 being assembled at the plant of Messrs. Short at Bedford, England. On right is seen the framework of the R-37, under construction for the British Government.

(© International.)



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A NNOUNCEMENT has been made at Washington of the purchase by the United States Government of what is termed the biggest air battleship in the world. The R-38, as it is named, is being constructed at the plant of the Messrs. Short at Bedford, England. It is modeled in general on the R-34, which will be remembered as having made a successful round trip across the Atlantic in July of last year. It will be, however, considerably larger and embody a number of improvements absent from the R-34. This kind of airship is known as the rigid type. In brief, it consists of a framework of aluminum alloy, which houses a number of ballonets containing gas which furnish the buoyancy required. Six gondolas are attached to the body of the new craft, equipped with powerful engines, and these will give the airship a speed nearly equal to that of a fast airplane, despite its tremendous bulk. The construction is already far enough advanced to insure its delivery early in 1921, at which time it will be brought across the Atlantic by a crew of United States Navy men, some of whom are already at the British plant familiarizing themselves with the airship. The price to be paid by our Government is reported to be \$2,500,000. The hangar which is to house the craft is to be constructed at Lakehurst, N. J., at an estimated cost of \$2,000,000.

Enormous framework of the R-38 being assembled. This photograph shows the great progress already made in preparing the huge craft for actual service and transportation to this country.

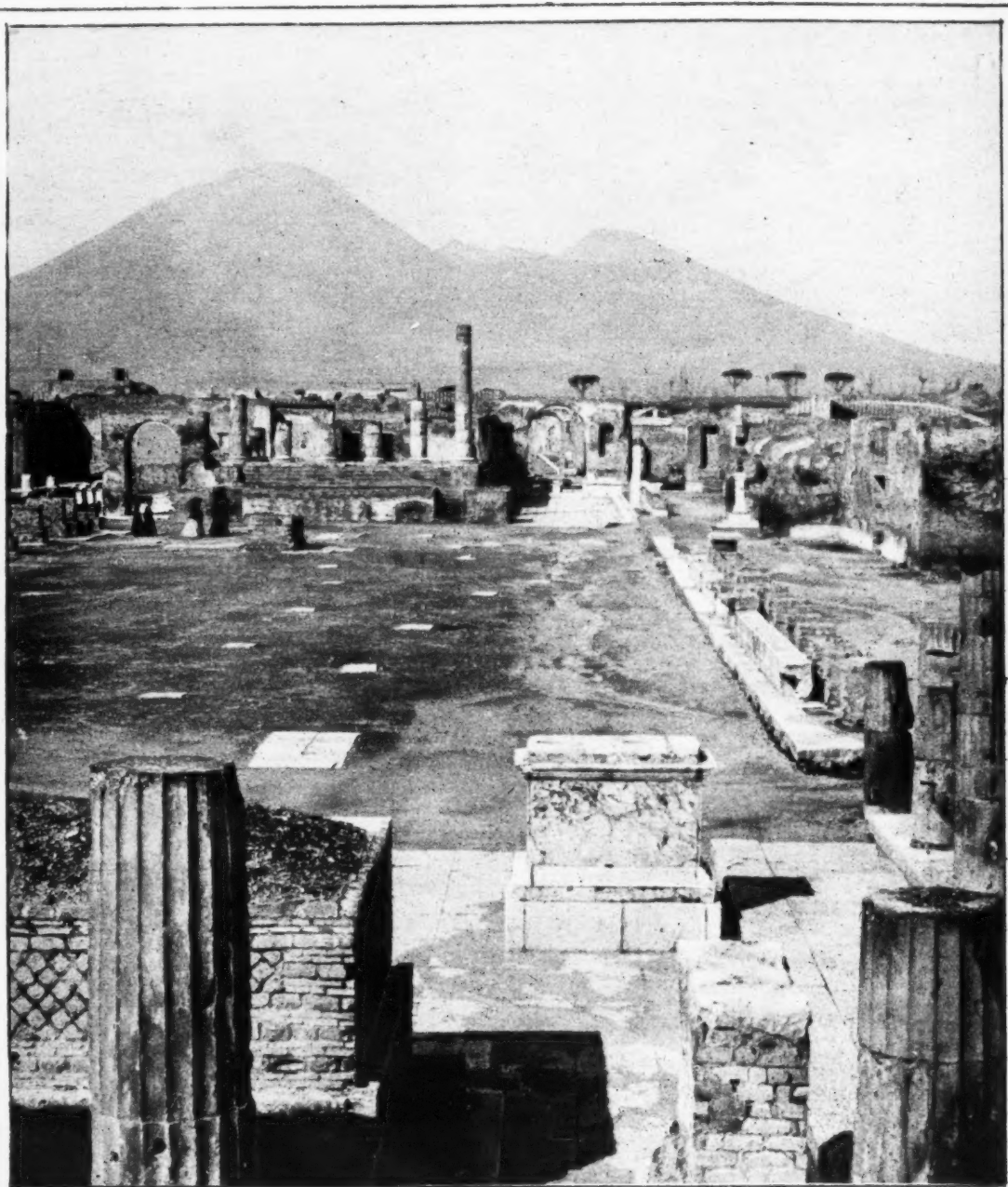
Havoc and Devastation Wrought by Volcanos in Ancient and Modern Times

NEWs travels slowly from the remote parts of Mexico, and full details are still lacking of the devastation and loss of life occasioned by the volcano and earthquake that destroyed parts of the country in the early part of January. It is known, however, that many thousands were killed and the damage to property was very great. Large parts of a district covering 300 square miles have been ruined. Fertile plains are now barren, herds of cattle are without nourishment, and rivers that formerly irrigated the region have dried up or disappeared through great cracks in the earth.

Throughout historic times volcano and earthquake have demanded their toll of victims. The classic instance is the eruption of Vesuvius in Italy that overwhelmed the cities of Pompeii and Herculaneum in August of the year 79 A. D. Especial interest attaches to this because of the progress that has been made in excavating the ruins and because of the great contribution they have furnished to our knowledge of the social life of the people in that period of Roman history. In many cases the corpses of the victims had left perfect moulds in the ashes that enveloped them. The work of excavation was begun in 1748, and has gone on spasmodically ever since. The results have been exceedingly interesting. Temples, bathing establishments and amphitheatres as well as private houses have been uncovered. Tables, lamps, utensils, paintings, combs, brushes, ovens and a host of other things have thrown light on the occupations and diversions of the people.

The uncovered Forum of Pompeii, Italy, the ill-fated city that was overwhelmed by the eruption of Vesuvius 79 A. D. The eruption began on Aug. 24, and by the evening of the 25th the city was completely covered except the roofs of the houses. Over 2,000 people perished.

(© Underwood & Underwood.)

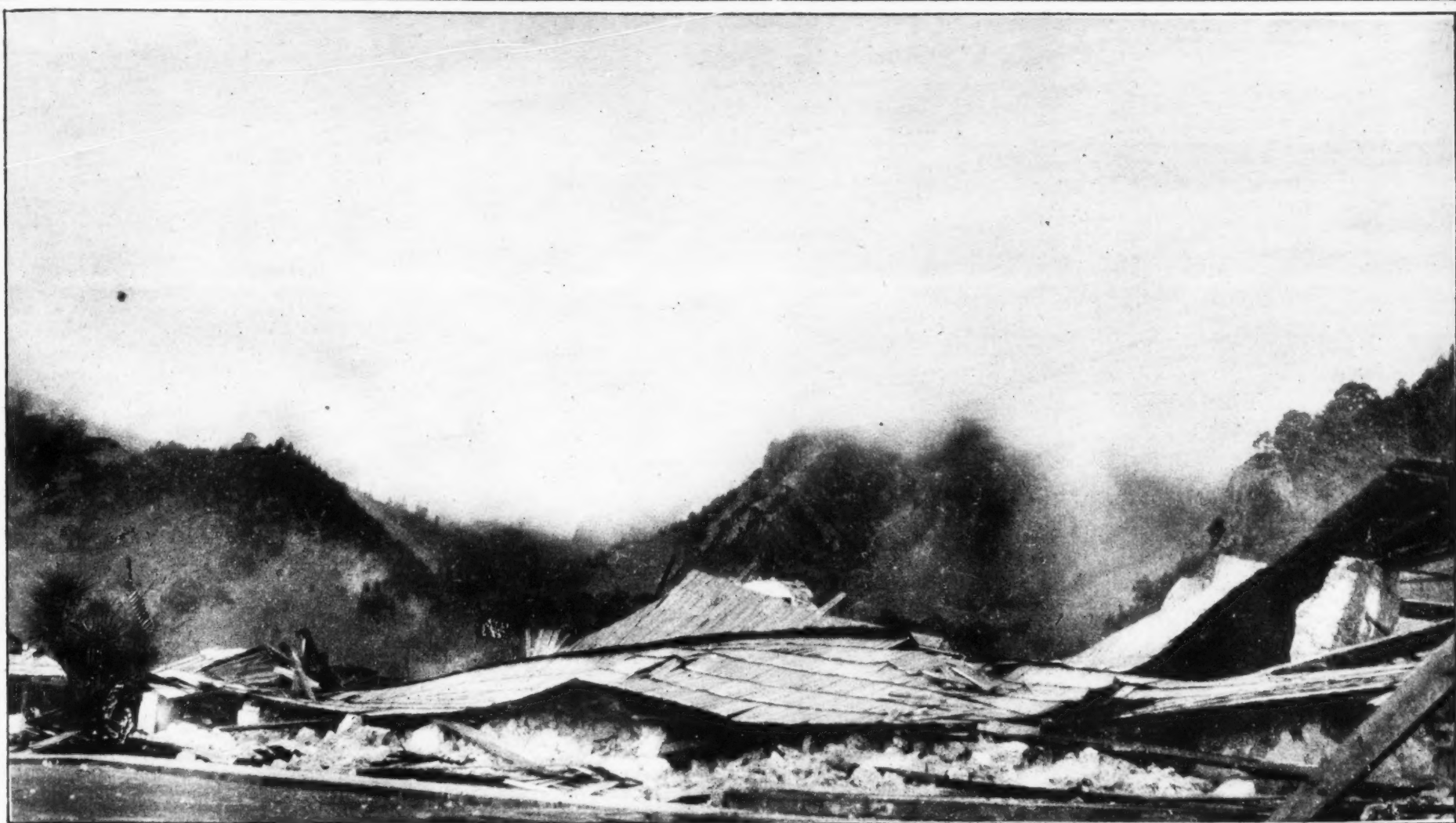


RUINS OF THE HIGH ALTAR OF THE CHURCH AT TEOCELO, MEXICO, WHERE EARTHQUAKE AND VOLCANO COMBINED IN THE DESTRUCTION OF THE TOWN. (© Underwood & Underwood.)



ALL THAT IS LEFT OF THE CHURCH OF TEOCELO, MEXICO, WHERE MANY WORSHIPPERS WERE BURIED IN THE RUINS. A SMALL MOUNTAIN NEARBY SLIPPED INTO A LAKE.

(© Underwood & Underwood.)



RUINS OF THE PUEBLO AT TEOCELO, MEXICO. BEYOND CAN BE SEEN THE VOLCANO, STILL SMOKING. THE CONDITION OF THE SURVIVORS WAS TERRIBLE, AS THEY WERE WITHOUT FOOD AND THEIR WATER HAD BEEN RENDERED UNDRINKABLE BY THE ERUPTION.

(© Underwood & Underwood.)



SITE OF THE TOWN OF BARRANCA GRANDÉ, MEXICO, BURIED BENEATH THE MUD AND LAVA FROM THE VOLCANO. THERE WAS GREAT LOSS OF LIFE AT THIS PLACE, AS THE ERUPTION CAME PRACTICALLY WITHOUT WARNING AND THE INHABITANTS HAD NO TIME TO FLEE.

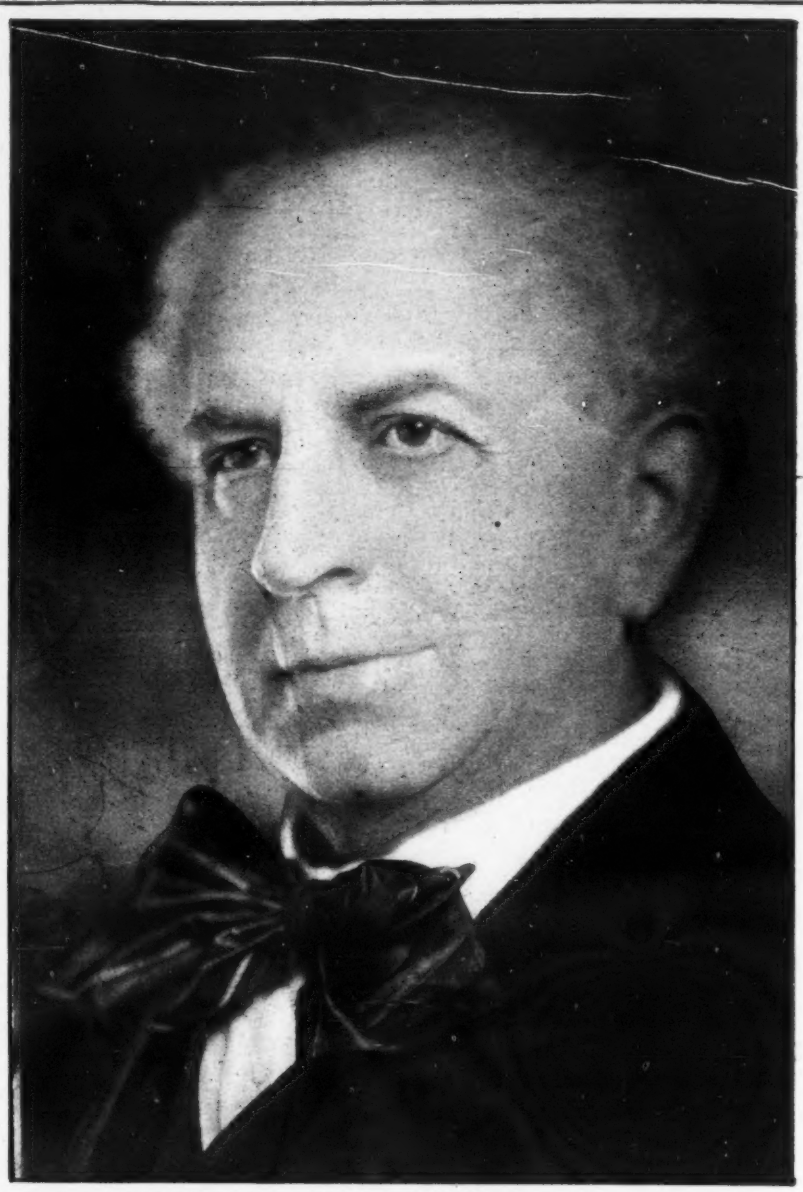
(© Underwood & Underwood.)

Men and Events in Washington

INTEREST in Washington has been given chiefly to the revival of the Peace Treaty in the Senate. Hope for ratification with reservations has been increased by the President's letter approving five of the Hitchcock propositions. He objected to the proposed reservation on Article X, as likely to "chill" the allied nations, but his attitude is much more conciliatory than formerly. Regarding the President himself, it has at last been revealed by Dr. Hugh Young that his left leg and arm were partly paralyzed, but that he is rapidly mending and that his mind is perfectly strong and clear.



FREDERICK H. GILLETT, Speaker of the House of Representatives, who declared in a recent speech that the United States was facing the worst financial crisis in its history. Disaster could only be averted, he stated, by great thrift on the part of the people.
(© Harris & Ewing.)



JULIUS KAHN, Republican Representative from California and Chairman of the House Committee on Military Affairs. He is a strong advocate of military preparedness, and on Feb. 7 issued a statement urging the adoption of a system of universal compulsory military training as an insurance against future wars. He estimates that the cost per year would not exceed \$131,000,000. He is strongly opposed on this point to the views of House Leader Mondell.



FRANKLIN K. LANE, Secretary of the Interior, who has placed his resignation in the hands of President Wilson.



JOSEPH W. FORDNEY, Republican Representative from Michigan and Chairman of the Ways and Means Committee. He is absorbed just now in the problem of how to adjust the matter of interest on loans to allied nations.
(© Harris & Ewing.)



CHARLES D. NEWTON, Attorney General of New York State, who has been testifying recently in Washington in connection with bills designed to check revolutionary activities. He has acted as official adviser for the Judiciary Committee of the New York Legislature trying suspended Socialists.



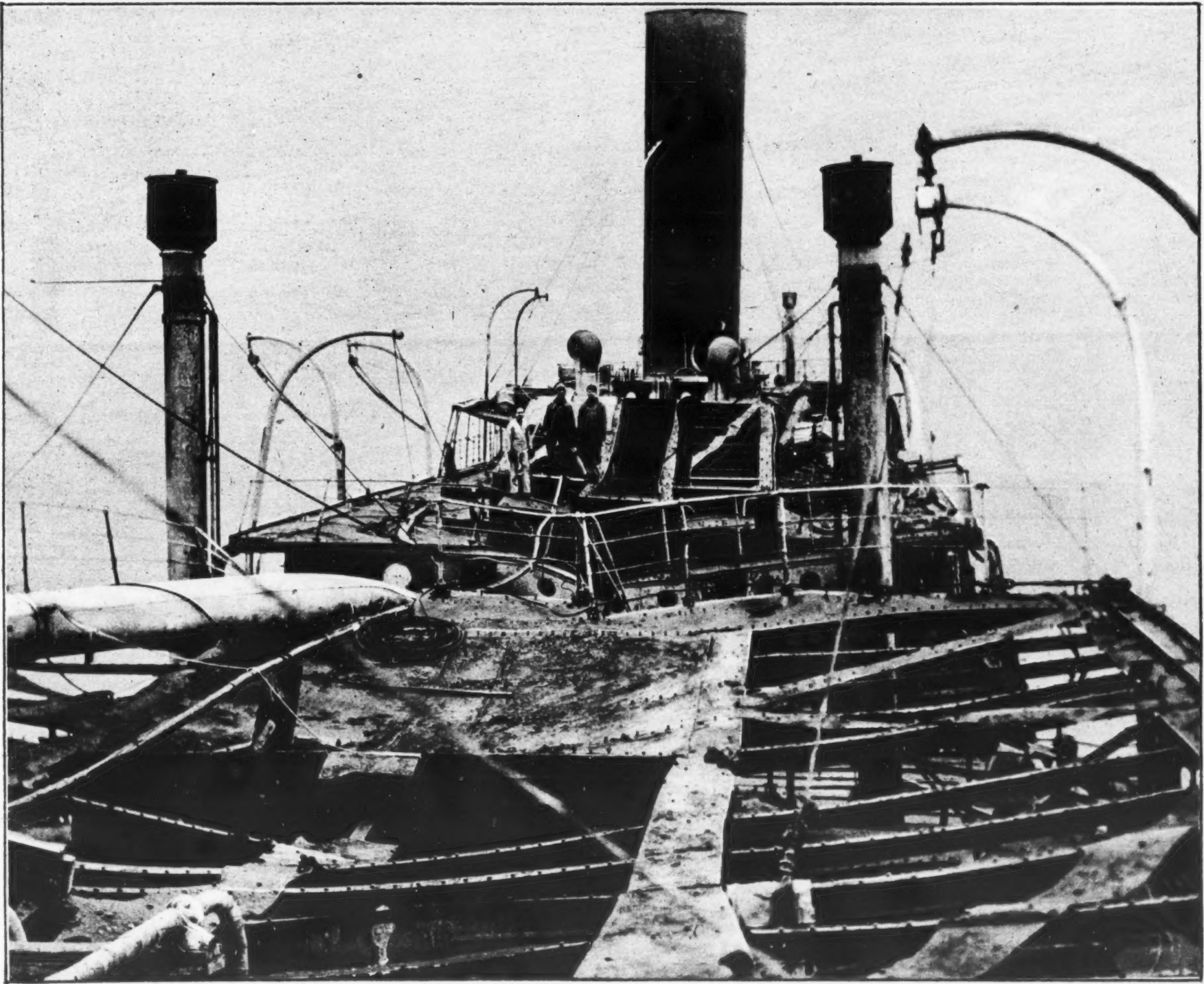
HENRY C. STUART, former Governor of Virginia, who has been appointed a member of the Interstate Commerce Commission to succeed James S. Harlan.
(© Harris & Ewing.)

Ship Burned and Sunk But Again in Port



FEW more trying adventures have befallen any ship than those encountered by the U. S. transport Ophir. She was formerly a Dutch merchantman and was commandeered during the war by the United States. On a voyage to Gibraltar she caught fire from some ammunition she carried and sank. For four months she lay on the bottom and then was raised by U. S. Navy vessels and brought back to this country. Her voyage was a most difficult one as she encountered the worst storm that has vexed the Atlantic for years. She was in a broken and crippled condition, which made her task the more onerous. But she outrode the gale, although her decks were awash, her holds flooded and her pumps working day and night. She came into Norfolk Jan. 31, 1920.

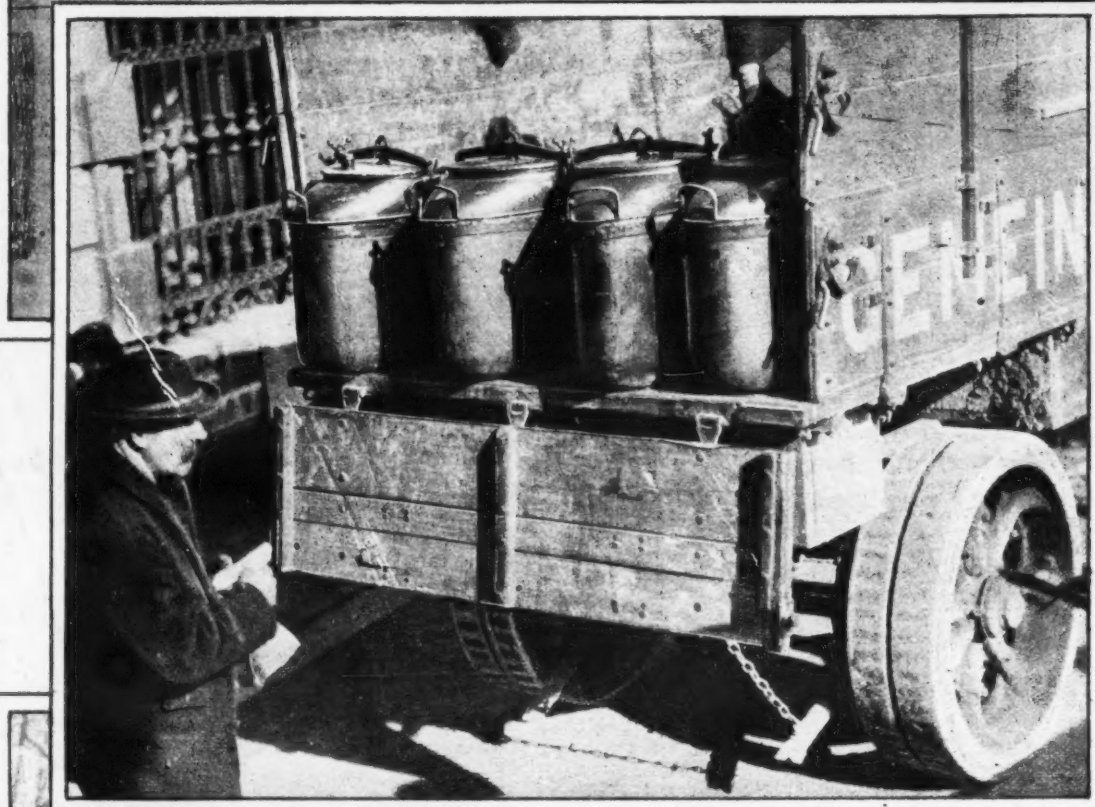
Shell holes in the deck of the U. S. transport Ophir, which was burned and sunk during a trip to Gibraltar, while the war was on. She was afterward raised and returned to this country.



THE OPHIR AS SHE APPEARED AFTER SHE LIMPED INTO PORT AT NORFOLK, VA., AFTER WEATHERING A HUNDRED-MILE-AN-HOUR GALE WITHOUT SENDING OUT AN S. O. S. CALL. SHE RODE WITH HER DECKS OPEN AND HER PUMPS WORKING.

(Photos © Kadel & Herbert.)

Desperate Plight of the Inhabitants of Vienna



Public food depot at Vienna, Austria, with line of people waiting to get the scanty ration doled out to them. No city in Europe is more nearly on the brink of famine. Supplies are being rushed to them by America and other countries.

(© International.)

Food, cooked at a centrally located kitchen in Vienna, being transported in large containers to various feeding stations. Not half the food really needed can be supplied.

(© Keystone View Co.)



POOR OF VIENNA GATHERING WOOD NEAR THE CITY TO TAKE THE PLACE OF COAL, WHICH IS ALMOST WHOLLY LACKING. THE FOREST ONCE BELONGED TO THE EX-EMPEROR CHARLES, BUT IS NOW PLACED AT THE DISPOSAL OF THE PUBLIC.

(© International.)